

TESTS: Yamaha XV920J Virago vs. XV920RJ, Suzuki RM250Z, Yamaha 550 Seca, IT250

**SPECIAL
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CYCLE GUIDE

**Exclusive
Coverage**



Kawasaki's KZ750 Turbo

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FEBRUARY
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Fairing Buyer's Guide

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And Japan's first
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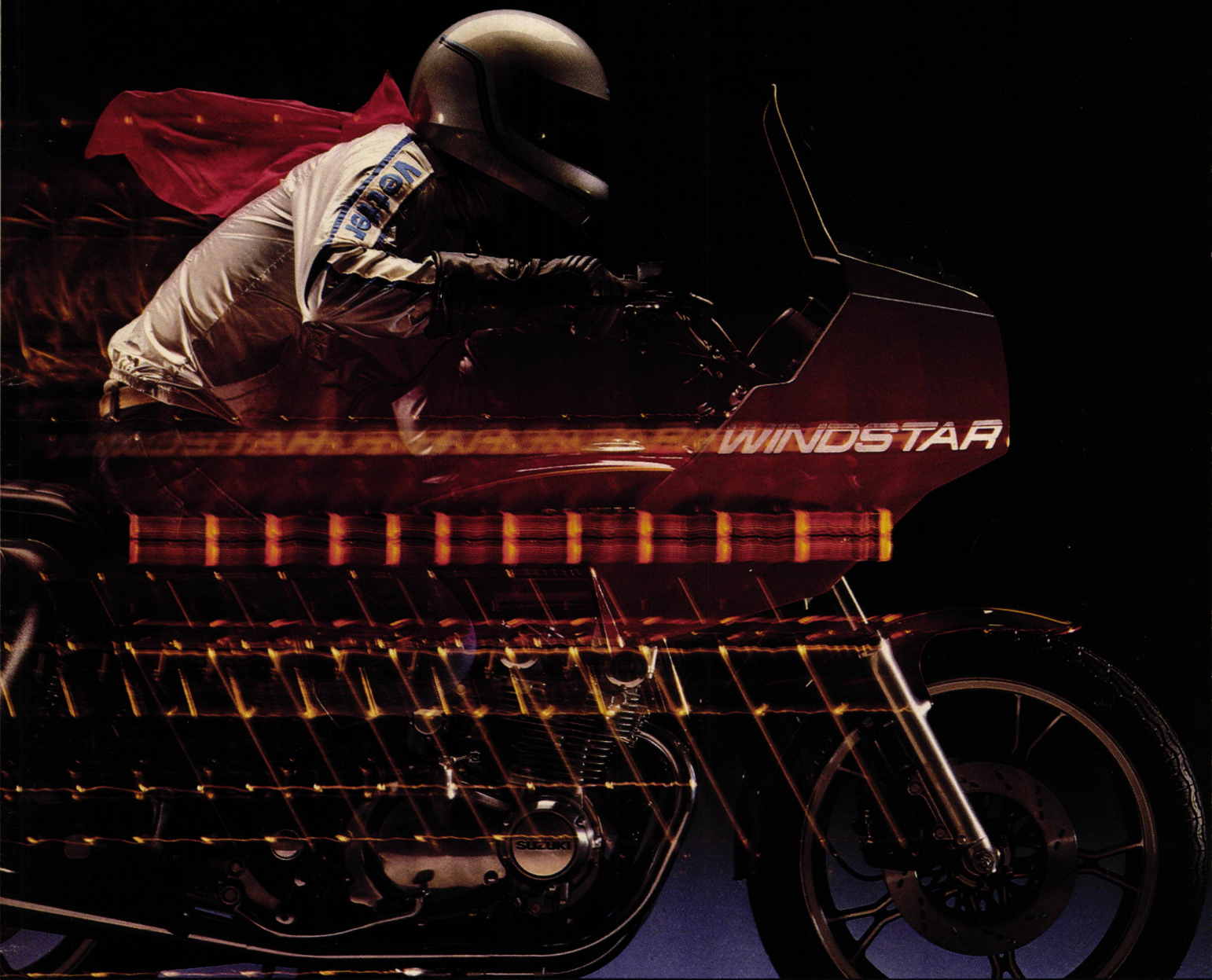
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ON THE COVER:

Yamaha's duo of lusty vee-twins—the all-new 920 Virago and the back-for-more XV920RJ—lie in repose before the magic picture box of Chris Eastman.

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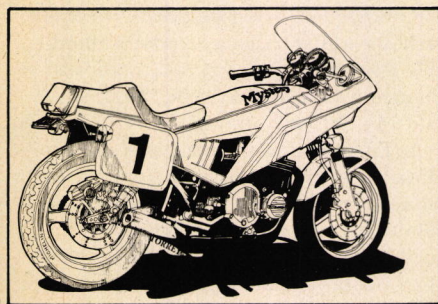
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CYCLE GUIDE'S CYCLE GUIDE

OFF-ROAD

MAKE & MODEL	ISSUE	ENGINE TYPE	WHEEL TRAVEL, IN. FRONT/REAR	WEIGHT, LBS.	HORSEPOWER @ RPM*	GEARS
Can-Am 250 MX-5	Jan. '79	Two-str.	10.8/10.0	218	32.1 8500	5
Can-Am 250 Qualifier III	Feb. '80	Two-str.	9.7/9.8	230	25.2 8000	6
Cam-Am 400 MX-6	June '80	Two-str.	11.5/10.8	233	38.3 6500	5
Honda CR125R	April '81	Two-str.	10.6/11.5	213	NA NA	6
Honda CR250R	May '80	Two-str.	11.8/11.0	222	27.5 7000	5
Honda CR450R	Feb. '81	Two-str.	11.0/12.5	236	NA NA	4
Honda XR200R	Sept. '81	Four-str.	9.0/10.2	228	NA NA	6
Honda XR500R	Nov. '81	Four-str.	9.5/10.0	289	NA NA	5
Husqvarna 125CR-'80	Nov. '79	Two-str.	11.8/11.8	214	18.8 11000	6
Husqvarna 250WR	July '81	Two-str.	9.5/10.3	248	20.9 7500	6
Husqvarna 420AXC	Oct. '80	Two-str.	11.5/11.9	239	NA NA	4
Husqvarna 430CR	Jan. '82	Two-str.	11.8/11.3	236	NA NA	6
Kawasaki KDX250	July '81	Two-str.	9.9/11.0	248	24.3 7000	6
Kawasaki KDX175	Dec. '80	Two-str.	9.6/9.8	222	15.3 8500	6
Kawasaki KX125 A7	Jan. '81	Two-str.	10.4/11.3	207	20.9 12000	6
Kawasaki KX250	Sept. '80	Two-str.	11.3/11.2	233	26.8 8000	5
Kawasaki KX420	July '80	Two-str.	11.0/11.3	250	34.0 7000	5
Maico 400 MI	April '80	Two-str.	12.3/12.0	233	35.5 7000	5
Maico 450 MI	April '80	Two-str.	12.3/12.0	236	37.0 7000	5
Suzuki PE400	Nov. '80	Two-str.	11.3/11.3	250	30.9 7000	5
Suzuki RM125X	June '81	Two-str.	10.8/11.7	205	20.7 11500	6
Suzuki RM250Z	Feb. '82	Two-str.	10.3/11.0	217	NA NA	5
Suzuki RM465X	Aug. '81	Two-str.	10.4/10.8	234	36.0 7000	5
Yamaha Pro-Tec 600	Nov. '79	Four-str.	10.5/10.1	262	46.2 6500	5
Yamaha T250G	Aug. '80	Four-str.	8.8/7.5	242	17.7 8000	5
Yamaha YZ250G	March '80	Two-str.	11.2/11.6	217	29.6 8000	6
Yamaha IT465	May '81	Two-str.	10.0/11.4	247	38.1 6500	5
Yamaha YZ465H	Aug. '81	Two-str.	11.0/12.4	235	39.8 7000	5

*Horsepower shown is taken at the rear wheel and does not account for transmission losses between the engine and rear wheel. These results may differ from manufacturer's claims or from results obtained using a different dynamometer.

STREET

MAKE & MODEL	ISSUE	ENGINE TYPE*	QUARTER-MILE, SEC./MPH	TOP SPEED, MPH	WEIGHT, LBS.	FUEL CONSUMPTION, MPG	STOPPING DISTANCE FROM 60 MPH, FT.
BMW R65	March '81	2C/G	14.16/92.1	110	423	45-50	133
BMW R100RS	May '81	2C/G	13.48/98.4	127	492	34-52	145
BMW R80 G/S	Nov. '81	2C/G	14.07/92.3	105	405	36-54	NA
H-D FXRS	Dec. '81	45-deg. 2D/F	13.92/93.1	109	594	40-47	124
H-D Tour Glide	Sept. '80	45-deg. 2D/F	15.58/83.9	108	785	35-44	161
Honda CB400T Hawk	March '80	2A/F	14.37/88.6	100	391	51-65	139
Honda GL500 Interstate	Aug. '81	80-deg. 2E/G	14.88/86.4	96	517	39-53	140
Honda CX500 Turbo	Sept. '81	80-deg. 2E/G	NA	136	549	NA	NA
Honda CB750F	June '81	4A/F	12.40/108.3	118	526	38-53	126
Honda CB750C	Nov. '80	4A/F	12.68/105.3	128	530	39-46	131
Honda CB900F	July '81	4A/F	12.21/111.1	141	547	41-47	130
Honda GL1100 Interstate	Aug. '81	4C/G	13.37/99.7	130	691	39-44	148
Honda CBX	May '81	6A/F	12.01/113.9	136	646	23-40	130
Honda CB1100R	Nov. '81	4A/F	NA	155	518	31-48	NA
Kawasaki KZ440D	Feb. '81	2A/H	14.59/89.1	107	383	56-64	135
Kawasaki GPz250	Sept. '81	4A/F	12.97/101.7	119	449	52-63	149
Kawasaki KZ750	June '81	4A/F	12.43/108.2	128	471	38-60	128
Kawasaki KZ1000J	Feb. '81	4A/F	11.62/116.3	130	521	30-51	135
Kawasaki KZ1100	April '81	4A/F	11.62/117.6	140	559	38-44	NA
Kawasaki GPz1100	July '81	4A/F	11.44/118.6	133	538	38-47	158
Kawasaki KZ1300A GT	Sept. '80	6A/G	12.71/107.4	135	730	31-45	146
R.C. Turbo CB750F	Oct. '80	4A/F	11.99/113.8	NA	523	27-39	135
Suzuki GS450ST	May '80	2A/F	14.09/92.5	100	397	55-57	127
Suzuki GS550 Katana	Jan. '82	4A/F	NA	103	420	41	NA
Suzuki GS750EZ	Jan. '82	4A/F	12.01/109.1	127	519	34-49	127
Suzuki GS1000E	Aug. '80	4A/F	11.98/113.9	136	528	32-50	137
Suzuki GS1000G	Aug. '80	4A/G	12.34/110.8	139	564	30-51	141
Suzuki GS1000S Katana	Dec. '81	4A/F	11.40/118.7	141	525	33-51	129
Suzuki GS1100EX	July '81	4A/F	11.36/118.6	141	535	43-48	123
Suzuki GS1100 Twin Turbo	Oct. '81	4A/F	NA	172	548	NA	NA
Yamaha RD350LC	Dec. '80	Two-str. 2/AF	13.23/101.0	113	328	NA	126
Yamaha XJ550RH Seca	May '81	4A/F	12.99/101.7	121	418	44-55	119
Yamaha XJ650 Maxim I	June '80	4A/G	12.60/107.4	120	453	40-54	128
Yamaha XJ650	Nov. '80	4A/G	13.19/102.4	125	476	43-44	NA
Yamaha Seca 750	June '81	4A/G	12.26/108.0	128	495	44-56	134
Yamaha 750 Virago	March '81	75-deg. 2D/G	13.28/99.8	105	481	47-51	132
Yamaha XV920RJ	Feb. '82	75-deg. 2D/F	13.10/100.4	112	509	37-51	128
Yamaha 920 Virago	Feb. '82	75-deg. 2D/G	12.94/101.6	108	514	36-49	134
Yamaha XS1100LH	Jan. '81	4A/G	11.99/113.5	130	562	41-46	133

*A-Transverse Vertical, B-Vertical, (single-cylinder only), C-Horizontally Opposed, D-Tandem Vee, E-Transverse Vee, /F-Chain Final Drive, /G-Shaft Final Drive, /H-Belt Final Drive

Editorial

The Stretch

Stirring up Motorcycle, Inc.'s still waters.

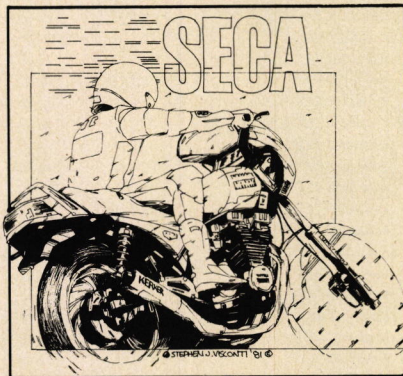
• Conspiracy theories have fallen out of vogue of late, but as the saying goes, "Just because you're paranoid doesn't mean they're *not* out to get you." In this case they are. The "they" is a multi-national, multi-corporation movement that's out to get you, keep you and change the nature of motorcycling. Call it Motorcycles, Incorporated. And Mo-Inc. has a master plan.

In the boardrooms of Mo-Inc.—right now, in fact—expansionist plans are being honed. Market-penetration maps are being studied, and hard comparisons between the U.S. market and more rapidly growing sales fields are being made. The Japanese divisions of Mo-Inc., for instance, are trying to find out why Japan's domestic motorcycle consumption has almost tripled in the past handful of years, while U.S. sales have been doing a persistent two-step—one step forward, one back—during the same period. In a word, Mo-Inc. is on the move.

So what? So what if there's a full-scale assault for expanding the U.S. motorcycle market in the offing. So, you're about to be the recipient of a huge payoff in products and services. You'll get immediate benefits from motorcycling's raised ante.

One of the first signs of this massive mobilization is model proliferation, a troop build-up of sorts. You've seen it already, but what's come thus far is only the beginning of the parade. These days, manufacturers have to produce a choice of models in different categories to satisfy a widening variety of riders polarized by, oddly enough, model proliferation. Every category of motorcycle that isn't filled is one lost sale—and in the cool light of Mo-Inc.'s grand scheme for the future of motorcycling, one lost soul as well. For you, model proliferation can translate to not only more different machines to please the eye and make the wallet itch to open, but more different *kinds* of motorcycles as well.

It also means that neglected categories, like dual-purpose bikes, will be hit-on with newfound ferocity. That virtually assures better suspensions, better engines, better machines overall. Eventually, it could lead to a real universal motorcycle, one that gives up little at either extreme of the riding spectrum. The move, in case you hadn't noticed, has already started, as evidenced by the growing list of techno-tricks even now finding their way onto what



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used to be motorcycling's old folks home for outdated technology. Modern single-shock suspensions, hi-tech carburetors and even liquid-cooling are coming on-board current dual-purpose machinery.

Naturally, the techno-ante won't be applied only to bring the outlying posts of motorcycling up to new levels. The mainstream also will benefit from applied science. And so will you. It's all in the plan. If fuel injection is deemed to be The Answer, you'll find it for sale. If turbocharging becomes the True Path, there will be a lot of boost gauges being shined on showroom floors. And if it should turn out that what's needed to advance motorcycling to the next technological rung are carbon-fiber frames, oval pistons, seats with quadruple-density foam, adjustable ergonomics or seemingly impossible performance figures for featherweight normally aspirated motorcycles, you'll see them as well. The message from Mo-Inc. is clear: If it will sell, it will be sold.

But incredibly complicated—not to mention expensive—wonderbikes are not the sole key to the master plan. Riding the crest of flashbike wizardry will not be the only way to ride, but only one of many. The plan is for market expansion, not simply trading a fixed number of techno-junkies back and forth as the newest trick-fix arrives with each passing model year. After all, how many first-time buyers—the prime objectives in Mo-Inc.'s long-range battle plan—will be willing to shell-out enough cash or credit to feed a family for a year, all for a device that bills them for performance they won't use. A few, but not many. Not enough.

So for the many, to capture the many, a trip back to motorcycling's grass roots is called for—and planned for. What you offer someone who is not a motorcyclist

and might *never* become an enthusiast to get him into the dealership is economy. Economy of purchase and economy of operation. And it won't be a rewarmed "60 mpg for sure if you take 'er easy" line, either. It promises to be a dead-serious 100 mpg from a real-size motorcycle—economy that is simply unobtainable from the car world. If the mpg figures the rider in the street can produce on tomorrow's econobikes aren't high enough to draw in the uninitiated, they won't be high enough. But they will be.

And hand-in-hand with the new machinery will come a heightened awareness of service—and services—that Mo. Inc. will have to offer to take the sting out of taking the plunge for would-be riders. If comprehensive rider training programs, affordable insurance plans and assistance with financing are called for, you can be sure that Mo. Inc. will answer.

As interesting as the machines and potential new services themselves promise to be, and as much as they're sure to alter the subtle shading of motorcycling down the road a bit, they are no more fascinating than the propaganda effort that will be used to smooth the way for the market assault. The projected \$50 million in 1982 motorcycle advertising will, in all likelihood, be doubled, tripled and more in the coming years. As some observers see it, Mo. Inc. is going to pitch bikes as if they were cars. The point is arguable, but there's a grain of truth lodged in it somewhere, and multi-media motorcycle advertising is sure to have some kind of societal trickledown.

More than likely, slick ads in general-interest, large-circulation magazines and polished commercials on prime-time television, The Great Shaper, *will* bring new faces into dealerships. And they might even sell motorcycling as well as motorcycles. That's the bet, anyway. One thing is certain, however: When little old ladies begin whistling catchy moto-ad jingles and pre-license-age kids can differentiate between motorcycle models the way they do now with cars, something about motorcycling will have changed.

But change is nothing if not inevitable, and what's coming down the pike gives every promise of bringing on a new Golden Age of motorcycling. And it is kind of fun to look around and realize that—right now—we're riding in the good old days.

—Larry Works

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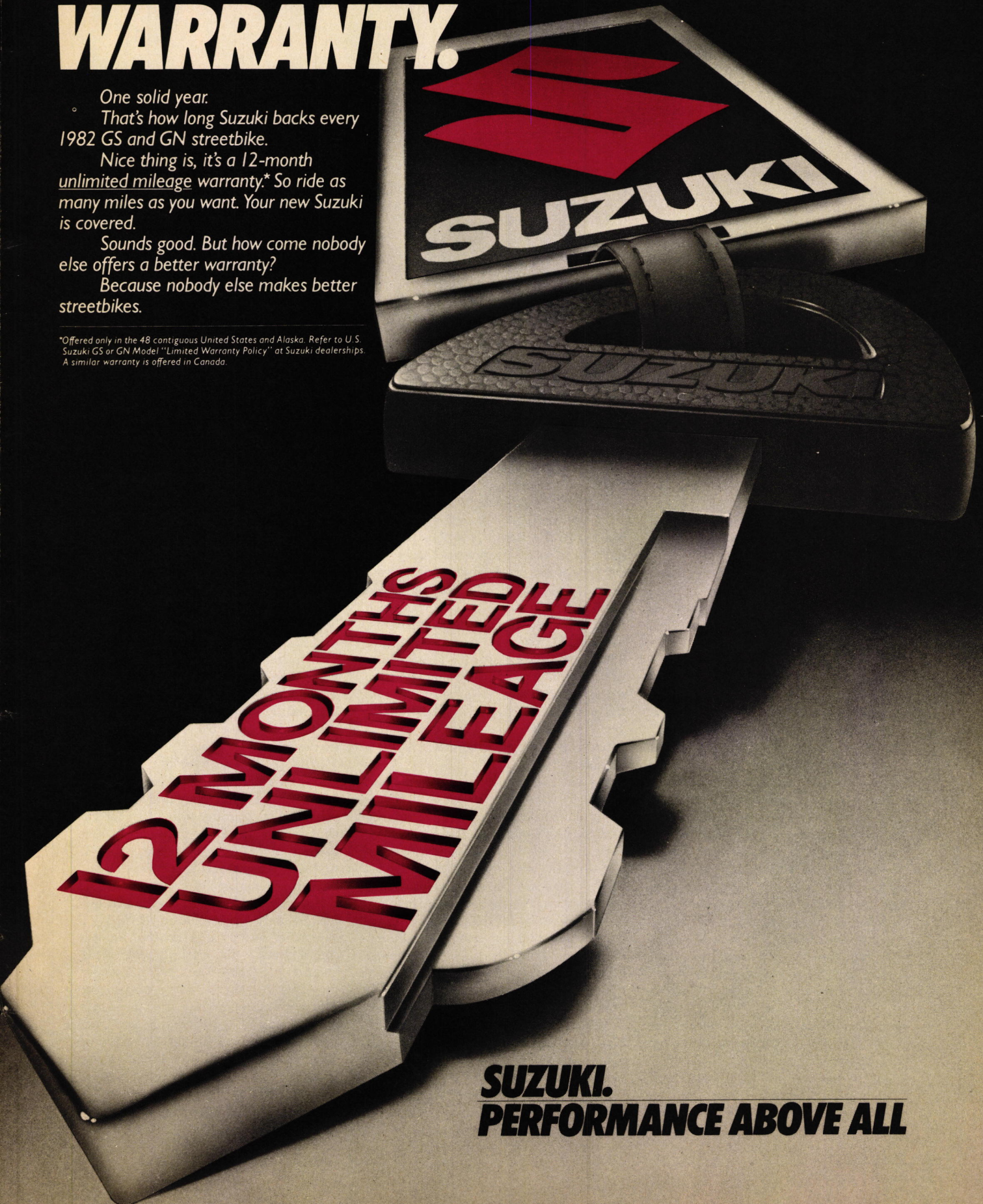
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Thompson at Large

The Britbike Matter

Myths, platitudes, clichés, half-truths and non-answers.

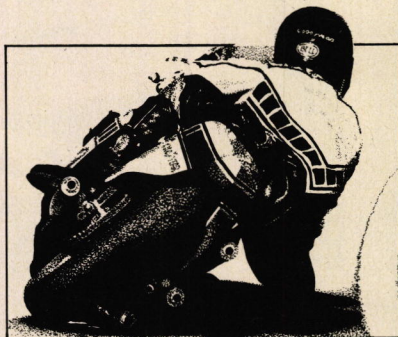
• Heroic efforts have been made by scores of desperate travel agents through the centuries to paint it otherwise, but Great Britain remains a cold, generally wet island. It would take a brave scholar to pinpoint exactly what that has meant to the British psyche over those same centuries, but one thing is certain: Andover, near Southampton on the rockbound Channel coast, is about as far away, climate-wise, as you can slog from Temecula, California.

In June, this fact struck home as I threaded Tex the El Camino and its cargo of one 1972 Yellow Submarine (aka Norton Production Racer) through the bone-dry hills around Temecula. I was on my way—invited, mind you—to the Southern California Norton Owner's Club annual bash, there to display Old Yaller with a gaggle of other famous and simply old Nortons. When I arrived, the mercury had gone into thermal shock and Tex's radiator wasn't far behind. Temecula, see, is *hot*. Desert hot. Sidewinder-sagebrush-scorpion hot.

Willing hands helped me unload the Sub into the relative cool of an old-fashioned boardwalk (they built a campground/tourist-spa there in the Old-West style), and as I sipped a brew in the saloon and watched Commando- and Atlas-mounted riders churn up silt-fine dust on returning from their poker run, I wondered about all this. Why on earth is there such a creature as a Norton loyalist? What madness drove all these nice folks into the heat and dust, some from as far away as Oregon, to stand for hours and talk gudgeon pins and oil leaks?

By sunset (blessed event), a lot of beer and talk had gone past, but I still had no idea what the answers were. My interest in Nortons came as a racer; Old Yaller was my last race bike and its restoration wasn't so much a token of my keenness for Britbikes as for holding on to something other than medical bills and dust-collecting trophies from my little-noticed World Championship attempt. These people were different: To them, "British" really meant something. When I loaded Tex up and headed home, despite lots of queries, I had no real answers about why.

In November I tried again. This time, the event was the Annual British Road Ride, a loosely organized run from the Rose Bowl parking lot through the Angeles mountains and back to a classic



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L.A. flatland reczone called Hansen Dam. By takeoff time at 0830, I'd lost count of the Britbikes on-scene at around 75. Somebody mentioned 125. I didn't doubt it. Ride-boss Pat Owens, of L.A. Trade Tech, gave the assembled group its race orders (in effect saying that this *wasn't* to be a race but a safe-n-sane ride), and things sort of chuffed into gear and up the road. I was there with Yaller and a gent who himself could shed some light on the Britbike Matter. Paul Adams is a serious Nortonophile, what with his airline captaincy paying for a stable of 20-plus Nortons, all restored, from 1923 up to his Submarine. He rode his 1946 Norton Model 18. Along with him came some equally crazed Britbikers, all pals; 1927 Velo KSS-mounted Ed, late-Thruxton rider Cary and a scruffy-but-fast Thruxton blitzed by John, one-time serious-and-winning SoCal racer. Orbiting this nucleus of card-carrying Velo Fellows and Norton Nabobs, I figured I could catch some inkling of what this Britstuff is all about.

By the time we arrived, the parking lot at Hansen Dam was packed with bikes—many more, it seemed, than had dripped Castrol into the dirt at the Rose Bowl. Here they were lined up, cylinder to cylinder, along the long central parking divider. Mostly they were late-model Triumphs and Nortons, Bonneville and Commandos. A few oddballs caught the eye; a pristine Thunderbird in maroon, a nice Squareiel, some gingerly ridden Vincents, leather-tanked and mean as hell, the usual berserko café racers, a few sidecars and even a double-engine Bonnie that sounded nice as it rumbled past. But the bulk of the bikes were mundane examples of the post-war years. Nice but hardly noteworthy in England.

However, this was sunny SoCal. And these folks not only thought their machinery noteworthy, they spent notes on

Britbikes like it was Monopoly money. Husband-and-wife teams with matching helmets and t-shirts smiled and nodded to one another on the parking lot promenade as crowds surged up and down to see who had solved which quirk, and how.

I listened a lot, throughout the promenading and the end-of-ride festivities, but by event's end, when everyone stormed the lawn table to get his handsome rally pin, I still hadn't had any real answers. I heard the usual stuff, of course. "Personality. A Triumph's got personality. Not like your rice grinder, see?" Or, "Handling. Nothing handles like a Norton." Both were most uttered by young guys who were probably reading Marvel Comix when Norton sank into its last bitter battle with socialism and economics, and when the last Triumph innovation was the 350cc twin that was withdrawn before it had a chance to be massacred by Japan, Incorporated.

And the Japanese were much in evidence, at least in invective. Reminded that the day before had been the anniversary of the bombing of Coventry in WWII, Pat Owens passionately told the crowd that "the Germans couldn't do it 41 years ago and the Japanese can't do it today!" Cheers greeted his words. No racism involved here; just that Britbike specialness. The same kind that gives Pat and Triumph President Wayne Moulton hope that the new Electro will open up new market shares for them.

When it was all over but the riding home, all I had were more vague clichés for answers. I could easily understand the nostalgia of the older riders, but the enthusiasm of the young baffled me. Were they, too, reacting to some atavistic mythology, heard via an older brother and his pals one day in 1963, when Bruce had mentioned to Randy that a Bonnie was for men only—a *real* motorcycle?

Maybe. But I think another answer comes closer to the truth. It was the answer I got from Paul Adams as we careered down the freeway in his van, our Nortons moored in back. He stared into the setting sun, red-eyed and tired from riding his beloved Model 18, while he thought my question over. Finally a grin lit up his face. "They love 'em," he said, "because they're extinct."

How can you argue with a man who owns *twenty* of them? —Steve Thompson



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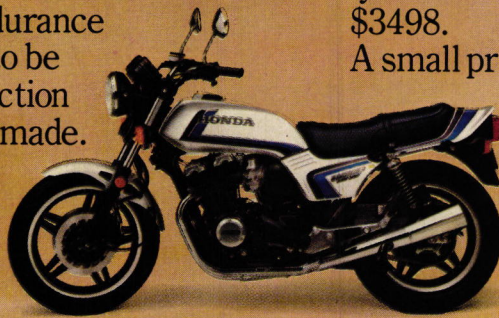
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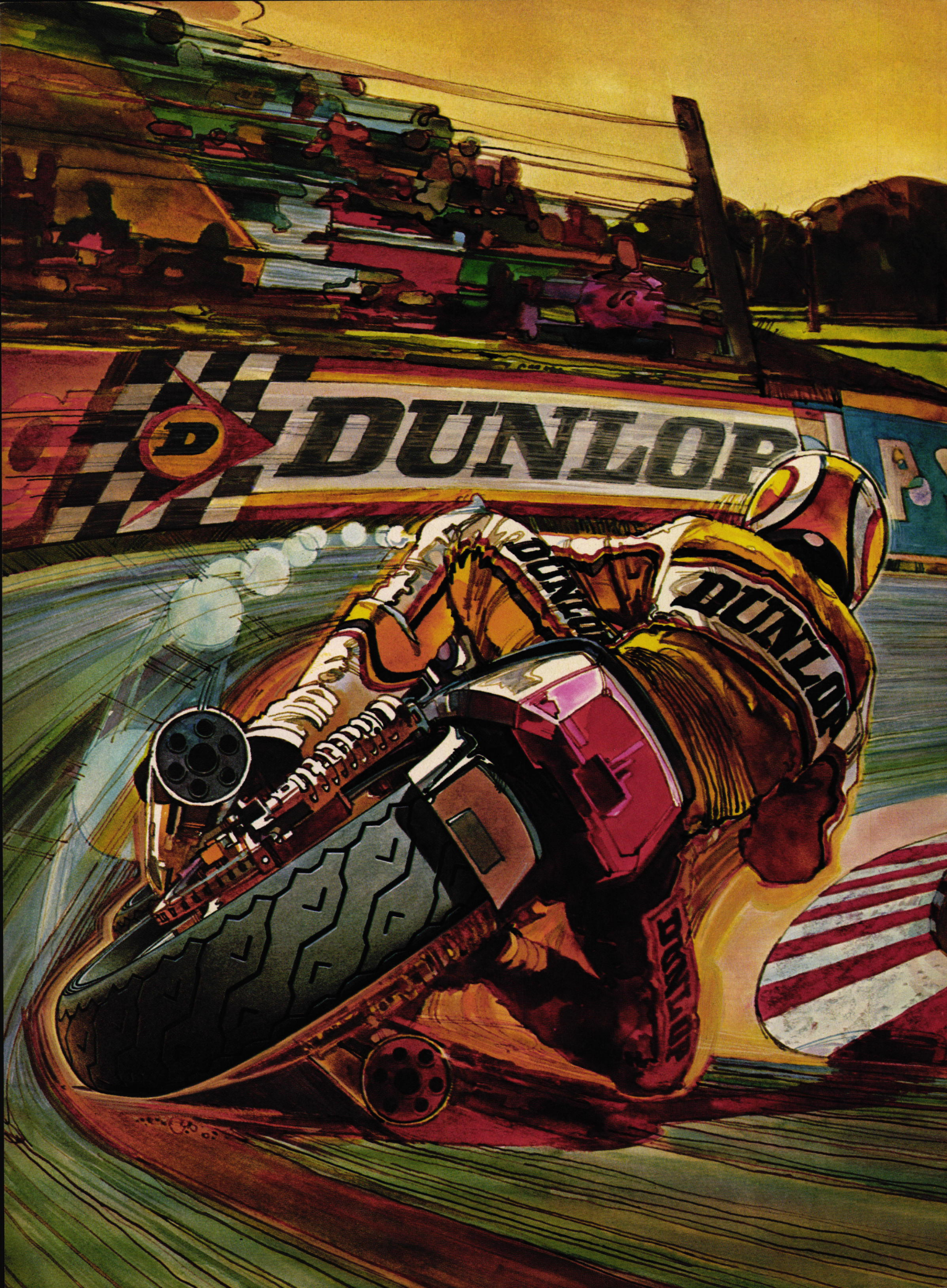
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Techspeak

Valve Gear

Hammering home a gentle case.

• If you were asked to name the hardest-worked part of your motorcycle, you might think about a worn tire, a broken chain, even a burnt clutch. You'd probably consider all the pieces that often cause problems without giving a thought to the overworked valve gear that hammers relentlessly inside your engine.

It's a compliment to engine designers that the highly stressed valve gear is so often taken for granted. In fact, until mechanical clatter attracts a sympathetic ear, the valve train will operate unnoticed and uncared-for in a hostile environment.

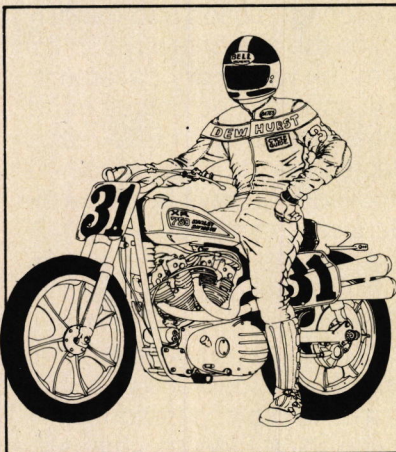
You shouldn't wait for an audible warning before thinking about your bike's valves, just as you wouldn't wait for a seized motor to notify you of a low oil level. You should give the valve train regular attention and adjustment, because even new cams and valves are fighting for their very survival; and if you wait until you hear any unusual noises, the battle may already have been lost.

Valve gear leads such a hard, self-destructive life because it's expected to perform an almost impossible task. If only they could, designers would make cams and valves ignore the laws of physics. They'd like a valve to close off its port completely and then, at the prescribed moment, disappear instantly, allowing the gas an unobstructed path. They'd end this designer dream with the valve materializing as quickly as it had vanished, plugging the port completely. In that way, the maximum amount of fuel could be moved through the motor, giving optimum efficiency.

Unfortunately, that 21st-century technology is not yet available, and engines must rely on a mechanically driven camshaft, spinning at half engine-speed, to push open the valves. Not that engineers wouldn't like to try to make cams open the valves instantly.

By making the camshaft with a straight steel protrusion instead of the familiar cross-sectional shape of an egg, the cam would spin around and hammer the valve open like a mechanical blacksmith gone mad. Being hit so hard and so suddenly, the valve would open very quickly indeed, but you and the engine wouldn't be able to live with the side-effects for long.

For a start, your bike would sound as noisy as a blacksmith's shop as the cam hammered the valve open. And, like a glowing horseshoe on an anvil, the hot



valve would quickly be hammered out of shape by the cam. Even more importantly, the valve would be accelerated so hard that its inertia wouldn't allow it to stop until it hit something solid. Chances are, that something would be a piston.

In fact, the valve gear operates not too far short of this impossible situation. It must work close to its mechanical limit if the engine is to work with any efficiency. The operation must only be slowed down to a point where the valve can operate without failure.

It's obvious that the camshaft cannot hammer the valve open with a single blow and that is why camshafts have evolved a more rounded shape. They are designed to accelerate the valve from its closed position to fully open as quickly and yet as smoothly as possible.

The large rounded part of the cam is called the base circle and shouldn't, if the valve adjustment is correct, ever come in contact with the valve. The air gap between the base circle and valve is the valve clearance that the manufacturer specifies in the owner's manual.

As the cam rotates, the valve comes into contact with a portion of the cam known as the ramp. This gentle rise in the cam starts to lift the valve from its seat, and once the inertia is overcome, the valve is pushed open more quickly by an even steeper opening flank. This portion lifts the valve almost to its full-open position, where the nose circle, the very tip of the cam, takes the valve to its travel limit.

Besides spring tension, the only things that could stop the valve from carrying on like a rocket once fully open would be coil-binding of the spring, metal-to-metal

contact between the valve keeper and the valve guide, or, in the worst case, contact with the piston itself. And even with the gradual opening of a gentle cam, it is still very simple to make a valve continue traveling further than it really should. Every time you exceed your engine's redline you probably push your valves a little too far because at those high speeds, the valve is being pushed open too quickly. The valve's inertia will prevent it from following the quickly spinning cam, causing it to 'float' away from the cam totally out of control.

It's possible to overcome this problem by using a stronger spring, as race-bikes do, but even then the problem might not always go away. At certain engine speeds, the continual pulsing of the valve as it opens and closes can set up an harmonic vibration in the spring. Vibrating in sympathy with the valve, the spring ceases to control the valve, and in extreme cases might even break, allowing the valve to float. That's why many modern engines use two or sometimes three concentric springs of different rates to help overcome the harmonic surging.

If strong valve springs were the only things controlling the valve's return to its seat, the valve head soon would be hammered into failure. Just as the valve must be accelerated smoothly into an open position, it must also be smoothly lowered closed again. That's why the cam's closing face is almost a mirror of the opening side. It has a closing flank that rapidly returns the valve down toward its seat and a shallow ramp to lower it gently into place.

All this time the valve has been blasted with hot exhaust gases or a cold inlet charge, causing it to expand or contract at a considerable rate. That's why the designers allow a specific clearance between the valve and the cam's base circle. If the clearance is too small, the valve might not be able to fully close and seal the port it controls. If the clearance is excessive, the valve might not even touch the ramp that's designed to start it moving. Instead, it would be hit—that familiar tapping sound—by the opening flank. And that's almost as bad as hitting the valve with a blacksmith's hammer.

So you really should check and adjust your valves. Otherwise, the tapping that's so annoying might be silenced forever. Those overworked valves might have been pushed too far, bent and broken by your own disinterest.

—David Dewhurst



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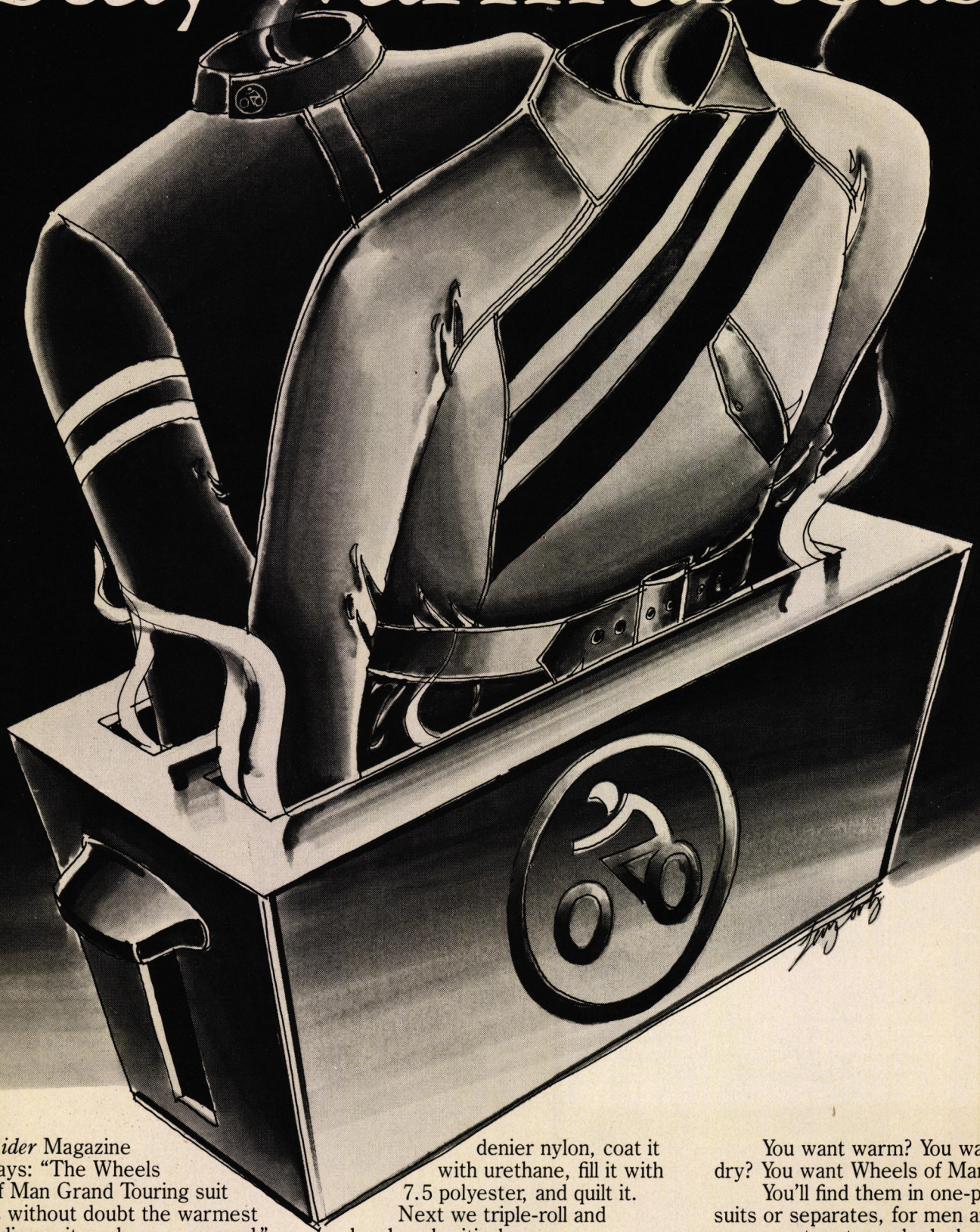
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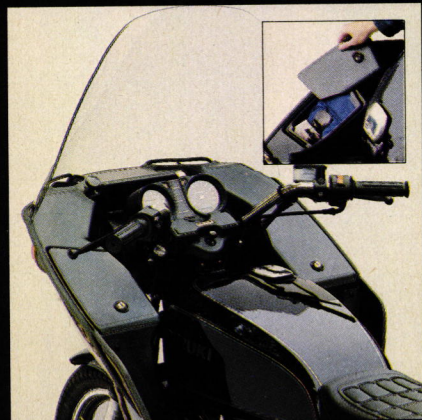
Above: Classic Tour Classic Luggage

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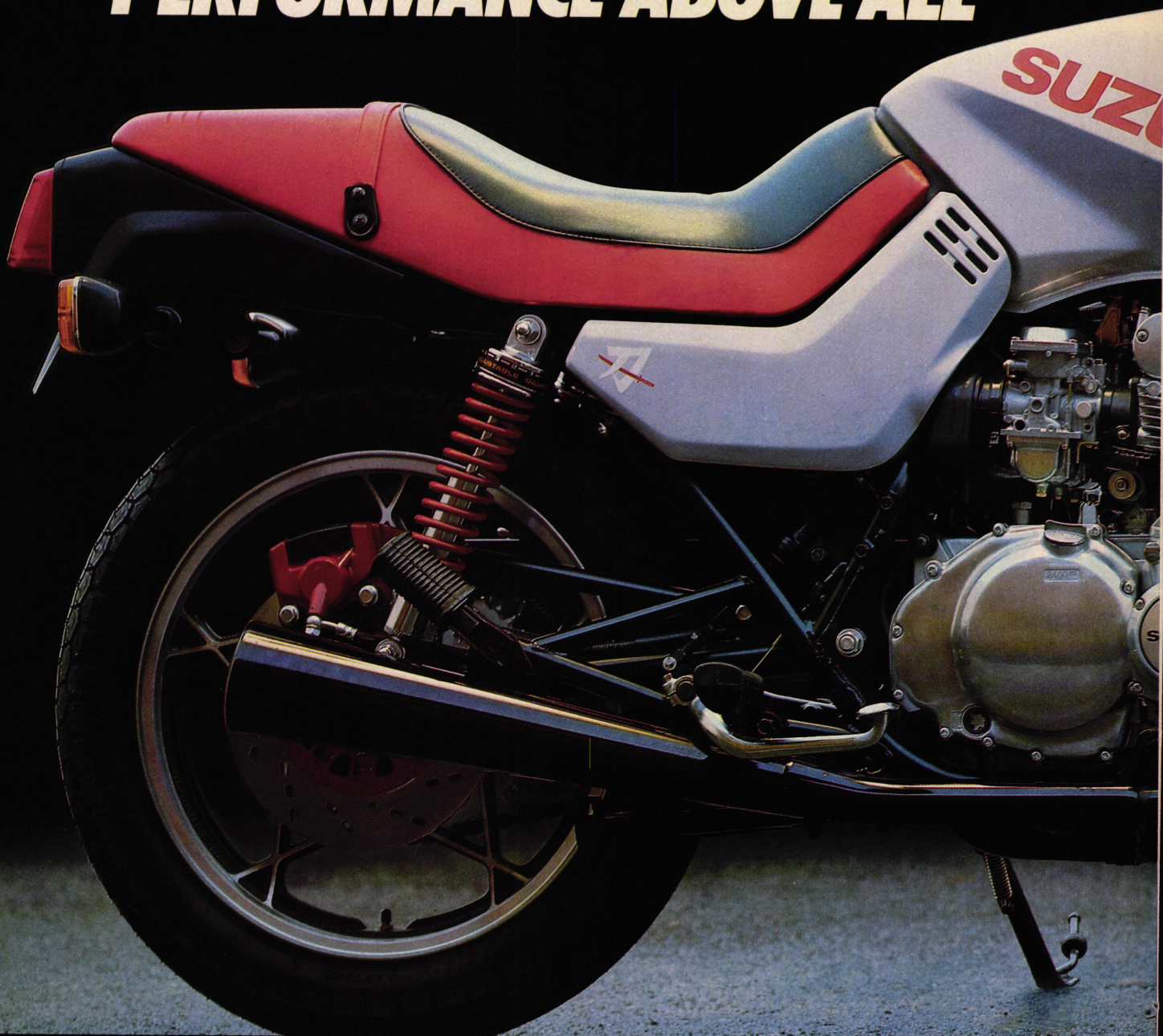


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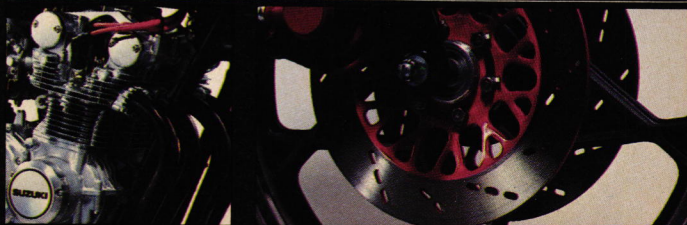
High-tech styling is accented by black chrome-plated exhaust pipes, sculpted 6.1-gallon fuel tank and dual-colored seat.

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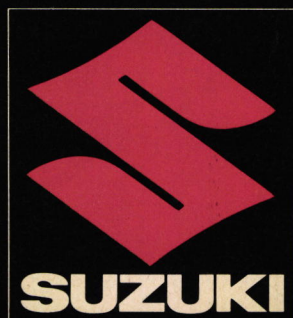
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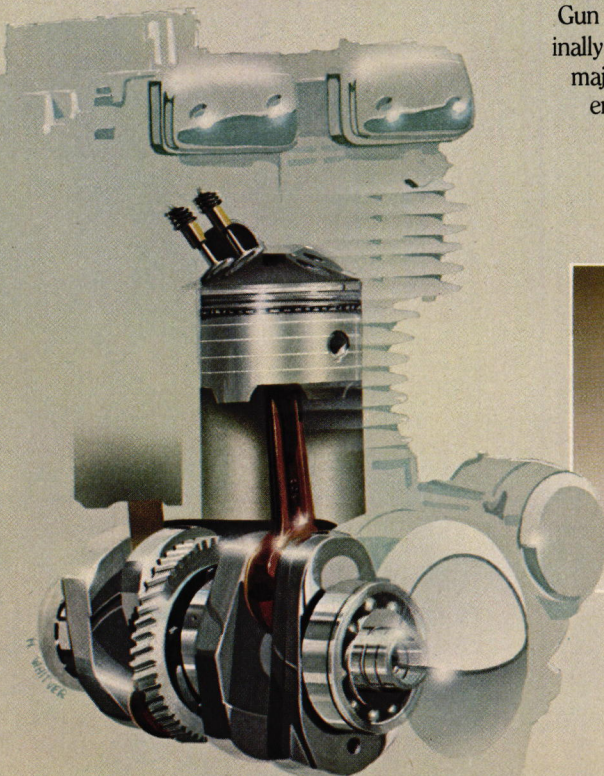
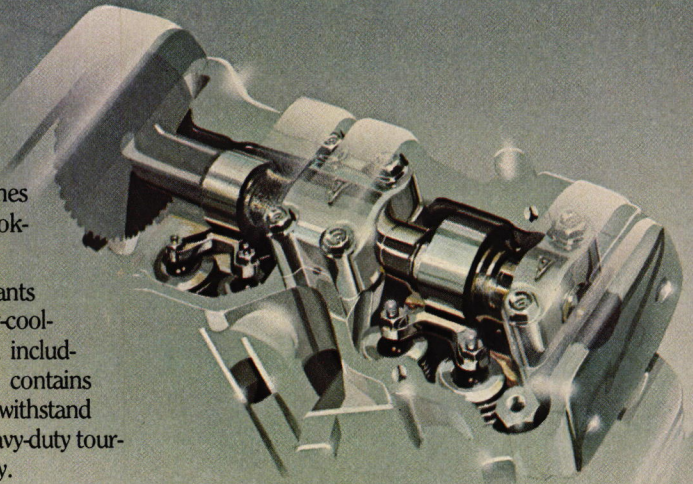
Kal-Gard 4 and 4-PLUS are four-stroke high temperature lubricants that are specially formulated for use in motorcycle engines with air-cooling or wet clutches. Both meet the very highest of SAE ratings, including those for turbocharged engines. Kal-Gard 4-PLUS also contains molybdenum disulfide (moly), a proven aerospace lube that will withstand 350,000 psi without breaking down. It is especially valuable for heavy-duty touring or competition, when "the ultimate in lubrication" is mandatory.

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All Kal-Gard products are available by direct mail: Kal-Gard 2 pt. \$4.25; 4 qt. \$3.95; 4-Plus qt. \$4.95; Engine Gard \$7.95; Gun Kote aerosol \$5.85; Gun Kote, Gear Kote, Piston Kote pts. \$7.66 ea. Send check or M.O. plus \$2.00 freight & handling per item to Kal-Gard, 16616 Schoenborn St., Sepulveda, CA 91343.

GUIDE LINES

Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts

BY DAVID DEWHURST

COMING SOON

• Evolution, not revolution, that's the **Harley-Davidson** philosophy—and it's reflected in the company's new 1982 model line. You won't find any turbos or vee-fours—not this year anyway—just further careful refinement of the famous big-inch vee-twin.

Super Glide II is Harley's newest model for 1982 and comes in FXR and custom-styled **FXRS** versions. Touted as, "A lighter sport-bike version of the FLT Tour Glide," the FXRS shares its 80-cubic-inch motor and five evenly spaced gear ratios with the FLT. The sportier version also uses three Elastomer **rubber** engine mounts like those used on the FLT to isolate motor, swingarm and transmission from the chassis.

The main difference between the sport and touring rigs is in frame geometry. The FXRS does not use the FLT's fork-tubes-behind-the-triple-clamps design; instead, it chooses a more conventional front end.

Extra styling licks on the **custom-styled** model include raised white letters on the new Dunlop tires, highway pegs and a chromed sissy bar. You also get the choice of red-and-black, two-tone paint or black with gold striping, while the FXR uses single-color paint schemes.

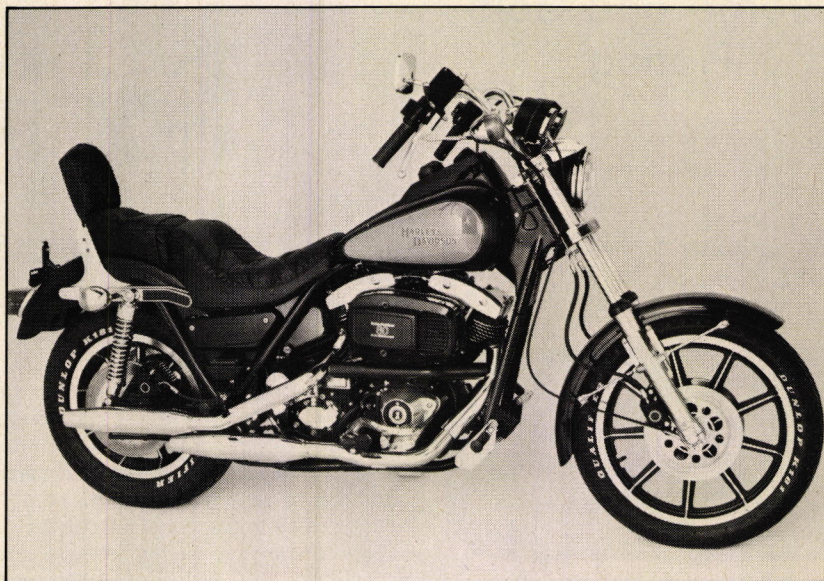
• Sportster and Roadster models also come in for significant **changes**. A new chassis is stronger and lighter and uses more laid-down shocks for increased rear wheel travel.

New brake materials are claimed to reduce the pedal pressure required for the rear brake while increasing pad life **200 percent**. Front brakes also get a redesign for the entire Harley line. Dogleg levers are easier to use than the old straight-pattern and revised ratios in the master cylinder and caliper help reduce lever pressure. A lower compression ratio in the Sportster now means that every Harley will run on Regular gas

• The Tour Glide and Electra Glide continue with few changes in 1982. The only major change comes on the Classic version of the Electra Glide that now uses a secondary **belt drive**, which can also be found on the Sturgis.

• The original belt-drive model also shares a new **alternator** with the other bikes in the line. With up to 140-percent more output than the previous generator and a new calcium grid alloy battery to store power, the Sturgis and all its stablemates can easily handle a **43,000** -candlepower halogen headlamp.

• Increased electrical output is also a major feature of some of **Husqvarna's** latest cross-country models. Both the new 250WR and 430WR enduro models, as well as the limited-



New FXRS has a rubber-mounted motor in a redesigned frame

The Super Glide was good, but Super Glide II is even better.



The Classic touring lines of Harley's elegant Electra Glide

Belt drive and better fiberglass move the FLH up the refinement ladder.

production 125WR, use a Swedish SEM magneto with a massive 140-watt output from their dual lighting cables.

All three bikes share new features like **Ohlins** rear shocks, a new rear hub, short dogleg brake

lever and a redesigned taillight. The 430WR also uses a new cylinder and exhaust system as well as an improved kickstarter.

There are even more new pieces on the 250WR. It has a completely new **primary-kick**

Continued

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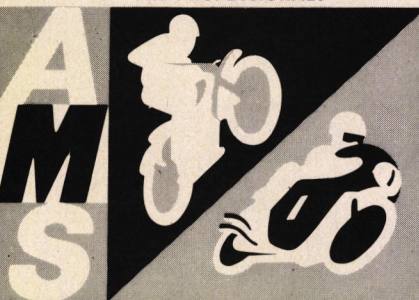
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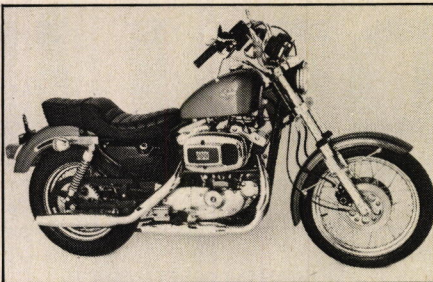
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GUIDE LINES *Continued*



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motor that it shares with the XC and CR motocross models. Along with a new bottom end, much like that used for the Open-class bikes, the new 250 features revised **porting** and an eight-petal reed valve mounted in a housing cast into the rear of the cylinder.

Biggest news from the fast-selling XC cross-country bikes is the addition of a 125cc version to complement the 250 and 430. Like its bigger brothers, the **125XC** uses Ohlins shocks and the latest 40mm fork as well as Trelleborg tires and the new seat/tank combination.

- Dirt riders also can dream of owning new models from Maico. a **490cc** Open-class bike and the latest 250 both share a completely new chassis that features **Alpha Control** rear suspension. That's the German company's name for its version of single-shock suspension. The Maico mechanism is not unlike Honda's Pro-Link, and uses short links under the swingarm connected to a **Corte Cosso** shock mounted vertically beneath the seat.

- Single shocks are also the big news across the border in Austria, where KTM has a **White Power** shock controlling an aluminum swingarm. The Pro-Lever rear suspension is claimed to give 325mm of wheel travel while a Marzocchi fork strokes 300mm.

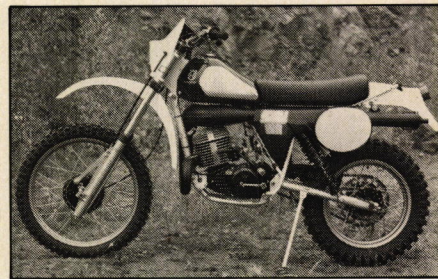
A 250MC KTM will be fast enough for most, but riders wanting something extra can find a claimed 56 bhp lurking inside a new **495cc** motor. The monster twin-plug Open bike is fed by a 40mm Bing carb and punches power through a four-speed gearbox.

- Harder to find will be a radical suspension system from England's Eric **Cheney**. A YZ465-powered prototype motocrosser uses a single, centrally located air shock at the rear without any linkage system. Two smaller air shocks hold up a multi-link fork similar to that used by Roger DeCoster on his factory Suzuki. The new suspension will soon be used on a chassis to house Yamaha's XT500 motor.



Sweden's quarter-liter 'crosser

Powered by a new primary-kick motor.



Redesigned 430WR Husqvarna enduro

Tested by His Majesty the King.

- It seems like everything has single shocks these days and Honda's new **CBX400 F2** is no exception. Honda has also introduced a 550cc version of its all-new double overhead camshaft motor that, so far, remains only available in Europe in any version.

But it can only be a matter of time before this bike, with its fully enclosed front disc brakes, **Pro-Link** suspension and swoopy styling, is available in America.

- A Eurobike that is available in this country is BMW's new **R65LS**. Using most of the mechanical pieces from the regular R65, the LS version has a small nose fairing designed by **Helmut Muth** before he left BMW to design Suzuki's Katanas. To accent its bright red paint scheme, the **sporty** version of the R65 has black exhausts and new compound mag wheels with hard aluminum rims cast onto softer alloy spokes.

The rest of the **BMW** line continues unchanged except for a new Metallic Blue paint scheme for the R80 G/S. However, the best news for BMW buyers is that all the models either retain last year's price, or in the case of the R80 G/S and the R65, **lower prices** for '82.

- Germany is also the home of a new **solar-powered** trike that already has attracted 1400 customers in and around Munich. Designer Franz Muller claims his three-wheeler has a top speed of **15 mph** and a maximum range of 125 miles.

- If you ride at higher speeds, especially at night, you might be interested in a new **halogen** sealed-beam light made specifically for motorcycles. Sylvania is the company to contact for a direct headlight replacement on bikes using PAR46 lamps. The maker claims you will get twice the **brilliance** of a #4467 incandescent sealed-beam unit found on many production bikes and the new light won't use any extra power.

- There is also an aftermarket self-cancelling **turnsignal** that can be bolted directly onto

Continued
CYCLE GUIDE



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FEBRUARY 13-14

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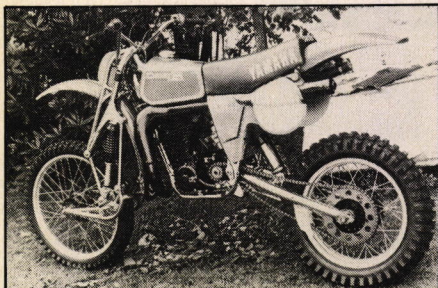
Contact with Maico's monster motor
Ground to Alpha Control.



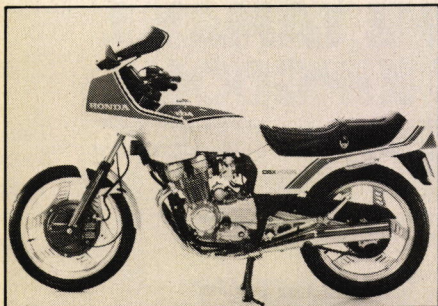
KTM uses some Pro-Leverage
To pry open the motocross market.



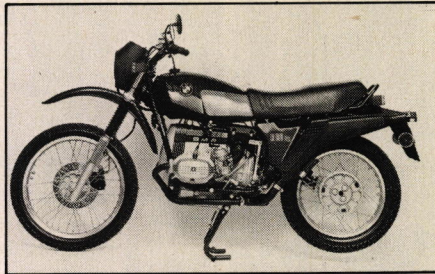
A new suspended sentence
For the Mattighofen Monster Mauler.



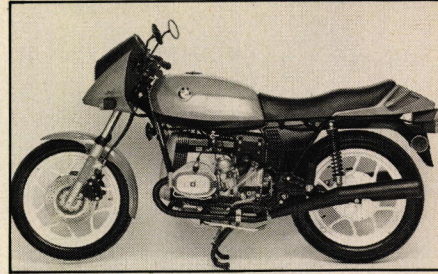
Prototype Cheney Yamaha
Riding on a cushion of air.



Honda's Euro-only CBX400F2
Again we're waiting for next year.



New sidestand and paint for the R80 G/S
Facelift for the brilliant-blue Beemer.



Bright red paint for the R65LS
Aimed at a younger audience.

your motorcycle. Winsom Electronics of Polham Lane, Somerton, Somerset, England is now marketing a self-contained unit that **cancels** your turnsignal after 15 seconds unless the bike is in neutral or the brakes are applied.

- We don't often announce the arrival of a new **car** in Guide Lines, but when the car comes with a motorcycle as standard equipment, it's important. Honda just announced a domestic-model economy car that has one of the company's two-wheelers in the trunk. The fold-away bike is a further **fuel-conserving** feature for getting you to the office from a distant parking lot. It's an important idea worth following. Perhaps it won't be long before Lincoln Continentals are sold with an optional Tour Glide in the **trunk**.

- If you want to see many of the new bikes featured in Guide Lines, you might check out six new **bike shows** being organized by Great American Media, Inc. Starting at San Francisco's Cow Palace on January 22nd, the show tour visits Seattle starting January 29th, Chicago February 12th, Baltimore February 26th, Detroit March 12th and Atlanta on March 19th. For more information, call (714) 675-0132.

—David Dewhurst

FEDERAL CASES

- The federal standby gasoline **rationing** plan—the fuel allocation system that would have allowed motorcycles one-quarter the fuel set aside for automobiles in the event of another gas crunch—has been **rescinded**. According to Secretary of Energy James B. Edwards, not only can you write off the standby rationing plan, you can forget any plans for the federal government to step in with rationing plans of any sort, should Middle East political problems cut off the flow of oil to the U.S. Edwards said that the federal government will not propose odd-even buying plans, one-day-a-week driving bans, weekend gas station closures or other methods of doling out fuel. Instead, market pressure—and any state regulations in effect—will determine gasoline allocation in the future.

- But if it's hands-off for government on **gasoline** rationing you couldn't say the same about revenue generated from the sale of gasoline. In fact, 1981 was a record year for new gasoline **taxes**, with more than 40 states considering fuel tax hikes and more than 20 actually increasing gasoline taxes.

- Remember California AB696, the bill that passed into law last year and made the private

use and ownership of motorcycles painted more or less like copbikes illegal? The decision as to what looked like or didn't look like a **police** vehicle was left up to the cop in-the-street under the provisions of AB696, leading some California motorcyclists to **fear** that any black-and-white paint scheme was an open invitation to citation. Now that you recall the legislation, put it out of your mind: 696 has been repealed.

- Elsewhere, the helmet issue, as usual, continues to crop up. In New York, for instance, bills in the State Assembly and State Senate would allow riders over 18 to decide for themselves whether or not they will wear **helmets** when they ride. And Nevada A233, if passed, would do the same in that state.

- Along a similar vein, but flowing in the opposite direction, if H2300 clears the legislative hurdles in Kansas, riders 18 or older there would be prohibited from riding motorcycles helmetless—unless they carried personal **injury** insurance. Meanwhile, New York A6609 would make first-party **insurance** coverage an option for riders in that state.

- And in Delaware, S351 would, if passed into law, require all riders and passengers to wear helmets. S351 is presently circulating in Delaware's **Public Safety** Committee.

- In Michigan, the worry is that individual municipalities will set up their own regulations regarding helmets. And H4659 is designed to prevent riders in that state from falling victim to a mishmash of confusing, **contradictory** local legislation on helmet use by forcing all municipalities there to conform to Michigan law on the subject.

- Still on helmet-related municipal bills, proposed legislation before Chicago's City Council would **ban** all radios with helmet-installed speakers for use by vehicle operators there. The bill makes no mention of window-up quadraphonic car **stereos**, only headphone/radio use on motorcycles, mopeds, snowmobiles and bicycles.

- As a sidenote to the **helmet** question, a New Jersey rider recently argued that state's Department of Treasury into the position that since helmets are required there, they shouldn't fall into the same category as sports equipment—and so, should not be subject to sales **tax**. New Jersey agreed, and its ruling now groups motorcycle helmets with protective work clothing, which is not taxed.

- **Nevada** riders should be coming up for some new rider training programs, at least if S965 passes there. The bill would require that all

Book Review



WHEELYIN' WITH THE KING
By Doug Domokos and Len Weed
141 pages, \$9.95
Cleansheet Enterprises
P.O. Box 241
Tarzana, California 91356

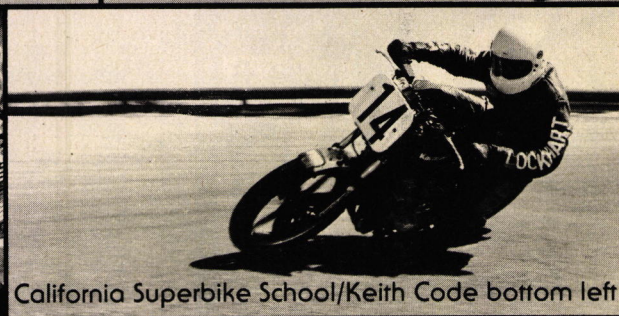
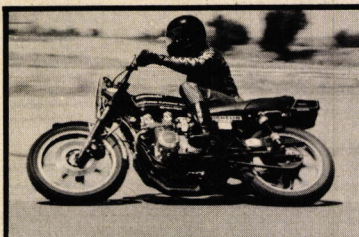
• Wheelies represent a weak spot in the armor of most motorcyclists. They serve no useful purpose, and yet wheelies somehow carry an importance that occupies a great deal of time and effort, and extracts an embarrassing toll in broken taillights and rear fenders. All this because, to most of us, the wheelie is gifted with extra-human qualities that render him impervious to the disastrous fate that would sooner or later almost certainly befall you or me.

"Wheeliein' With the King" strikes us where we're weakest. The book's goal is to provide the reader with everything there is to know about wheelies; and at that, it is successful. Weed uses the same format that he used when collaborating with trials and motocross riders Lane Leavitt and Brad Lackey. The text dissects and describes the separate steps and components of the wheelie while nearly 300 photos and illustrations show how it's done.

But unlike motocross and trials, the subject of wheelies is very limited. The useful information contained in "Wheeliein' With the King" could be condensed to two or three chapters; instead, the book drags on with a chapter to cover almost everything. There are chapters on bike prep, starting wheelies, wheeling terrain, wheeling tracks, and wheelies on KZ1300s. There is even a segment on Domokos' movie career explaining what a thrill it was for the Wheelie King to participate in "On Any Sunday II." But actually Domokos didn't even appear in the final version, rendering the chapter merely self-serving. Like the text, the photos also drag on and on. There are only so many interesting wheelie positions, and after the first 100 or so photos, these get boring rather than exciting. But "Wheeliein' With the King" still holds merit as the only thorough encyclopedia of wheelies and is a must if mono-wheeling is your bag. —Ron Lawson

Continued

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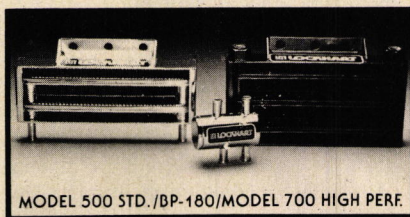
(Keith Code/California Superbike School)

COMPARATIVE COOLER CHART

Heat Rejection VS. Inlet Oil Temp.

20W-50 Oil @ 3GPM

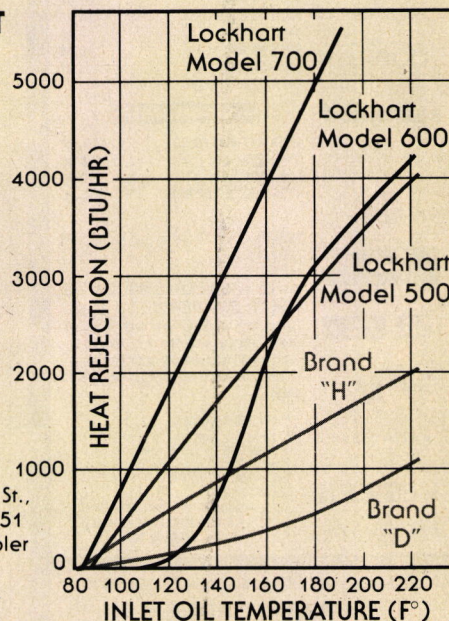
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RM-465

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Here's why: The Full Reed engine delivers awesome horsepower and the Full Floater suspension is superior to any in the world.

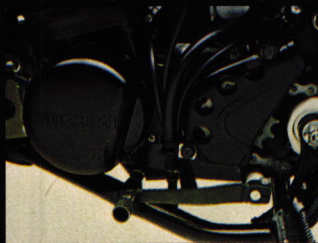
Even more reasons: A new flat-slide carburetor greatly improves response. New works-type 4-speed transmission offers perfectly matched ratios for the broad powerband. And, new lighter and stronger front air forks add to the handling.

It all boils down to getting to the checkered flag first.

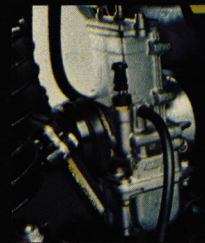
Full Floater suspension:
The best single
shock suspension available.
Also features
adjustable damping.



Full Reed engine: Offers incredible
power throughout the rpm range.



Flat-slide carburetor:
Precise mixture control
results in instant response.



Sport fairing available at your Yamaha dealer in mid-October. Specifications subject to change.



WE SETTLED AN AGE-OLD A

At Yamaha, we knew the Seca 750 was faster than any other shaft-driven bike in its class.

And we had a hunch it just might be the fastest 750.

Shaft, chain or otherwise.

So we asked drag-racer Pee Wee Gleason to prove us right. And he did just that. Riding a box-stock (without fairing) Yamaha Seca 750 through the quarter-mile trap in a scorching 11.99 seconds.

Fast for a shaft-drive. Fast for a chain-drive. Fast enough for a new official world record.

We weren't surprised.

After all, the Seca's DOHC, four-cylinder four-stroke engine produces more power per pound than any other production 750. And it's coupled with the most efficient shaft-drive unit ever to come down the road.

Inside the engine, Yamaha's patented Induction Control System blasts the air-fuel mixture around the combustion chamber, distributing the entire mixture evenly for complete burning. Adding to performance. And, surprisingly enough, gas mileage.

Of course, all that power wouldn't do you



ARGUMENT IN 11.99 SECONDS.

much good if the motorcycle wouldn't go where you point it.

So we made the engine the lightest and narrowest in its class. So narrow, in fact, that the Seca sports an incredible banking angle of 47 degrees. And up front, you'll find our exclusive Anti-Dive Suspension System—until now, a handling feature exclusive to road racing machines.

All that and a little extra.

A little brain.

Yamaha's Computerized Monitoring System keeps an eye on the Seca's important functions

so you don't have to. Sensors in key areas monitor things like fluid levels and electrical operations. The computer will even remind you to put the sidestand up.

As for looks, look for yourself. Like a lot of people, you just might decide the Yamaha Seca 750 is the best 750cc street-bike around.

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GUIDE LINES *Continued*

go into effect until 1983.

- Here's some safety news that also has business implications. Britain's Ministry of Transport has received a proposal to create a mandatory annual **helmet test**. Rider's helmets would have to pass checks for age, shell condition and strap mounting security before their motorcycles would be considered for licensing. The proposal was put forward by Euro Helmets, the British importer of AGV and Kiwi helmets.

- We wonder if more bureaucracy is the answer to anything, however. In **New Zealand**, farm vehicles—including motorcycles used on the land—are exempt from the country's massive customs duty. Fun vehicles are not. New Zealand authorities are currently embroiled in a dispute with dealers over the status of three-wheelers. So far, customs officials can't see the farm for the fun, and are **prosecuting** dealers who invoice the three-wheelers as farm bikes.

- BMW seems to have a case that might become a federal case. When the German manufacturer cancelled its **distribution** contract with Butler & Smith, it also tried to cancel B&S's franchise agreements with dealers. Lutz Bergman, a Santa Clara, California BMW dealer, brought the matter before the state's new Motor Vehicle Board and defeated the move. BMW appealed to the California Superior court, which sustained the NMVB decision in favor of the dealer. Further appeals by BMW are a definite possibility.

- As a final item, if you think that the collection of regulations facing American motorcyclists is tough, consider the new British motorcycle **noise** regulations. The new tests won't lower the maximum decibel level below the 86-decibel limit that's in effect right now, but they require that all street motorcycles must pass that noise limit in second gear at full-throttle. This new **regulation** concerns motorcycles made after October 1982 and registered after March 1983. If the English regulations aren't altered before then, new-bike sales in England could be close to nonexistent.

—Larry Works

HARD CASH

- If you bought a motorcycle during the first half of 1981 not in the 491cc to 790cc class, you were definitely in the minority. Total sales in that category rose by a **staggering** 50.1 percent over the same period in 1980, while both larger and smaller bikes took a sales dive. And it was European machinery that helped keep the overall mid-size picture looking rosy with a 70.1-percent rise in unit sales over the figures for 1980. That also represents a dollar-value gain of **116.1 percent**, and helps account for a total industry-wide dollar-sales gain of 8 percent.

- Not that sales came cheaply. A recent study estimated that the American motorcycle industry will spend \$50 million this year in advertising to attract you, the customer. That's a lot of money indeed, but it's still only a small percentage of the almost **\$1.5 billion** total bike sales projected for the year.

- The Honda Motor Company will doubtless have contributed a large percentage to that ad-

vertising bill, with its major **sponsorship** of January's Superbowl—football not motocross—on prime time network television.

- Not that motorcycling always has to pay so much to get mentioned. The Motorcycle Industry Council (MIC) has managed to get a **public service** announcement, "Respect Our Lands", played to an estimated 124 million TV viewers and radio listeners in 188 cities without paying a penny. What would have been the cost if it had been forced to pay? Close to **\$802,000**.

- More down-to-earth figures come from England, where Kawasaki dealers are offering an extended **warranty** on any secondhand motorcycle, Kawasaki or not, for just \$50. The bike has to be younger than five years old or have less than **50,000 miles** under its belt and must have undergone regular dealer servicing to qualify for the deal. But with only tires and perishable rubber excluded from the coverage, it is inexpensive peace of mind. —David Dewhurst

RUMORS

- Just when you thought you had every available accessory logged and cross-filed for reference comes news, from Japan, of course, of the ultimate accessory. Not satisfied with something as common as a combined radio/cassette/CB, Honda apparently is working on an **inertial guidance** system for motorcycles.

Common features in jetliners and fighter planes, inertial guidance systems display a moving map on a small screen and pinpoint the vehicle's location on that map. If our information is correct, the **Honda** system is slightly different, using a stationary map that the rider lays over the screen with an illuminated pointer zeroed-in to the starting location on the map. Gyros and accelerometers sense the bike's every move and adjust the position of the pointer accordingly. Don't laugh, the system is supposed to be almost ready for sale on domestic model Honda cars. And just think the edge you'd have over your buddies with a large scale **map** of your favorite twisty road with the right lines already marked.

- If you're ready for **gadgets** that tell you where to go, you can easily accept a few flashing lights that tell you what gear to use. Volkswagen already has a dashboard light that tells you when you can change to a higher **gear** and still accelerate as hard without using as much fuel. And it seems that a few motorcycle manufacturers are taking the idea one step further. Instead of illuminated numbers to tell you what gear you have selected, a computer will light numbers to tell you what gear you *should* be in. And it's not impossible to imagine a little **computer** that eventually changes gear for you.

- Blaupunkt, the German radio manufacturer, reportedly is working on a more **subtle** form of computer control. Its new Delta synthesizer radio, fitted to BMW's experimental Futura model, has a priority override system that gives voice-synthesized information about **engine condition** through headphones in your helmet.

- If you'd rather just hear music in your helmet,

Phillips Radio in Holland apparently is experimenting with an FM radio that's barely one-inch square. That's small enough to have the **music** and the radio in your helmet.

- Even stranger stuff is happening in Europe, though. If you can believe the tales, a German engineer is working on a most unusual project. It seems this gentleman saw the need for a front-wheel **drive** motorcycle. Actually, it's supposed to be the equivalent of a 4x4 Datsun, because both front and rear wheels are driven. Test bed for this vunderbike is supposedly an SWM trials bike with a flexible driveshaft taking power from one of two engine sprockets to the front wheel. A conventional chain handles rear-power delivery to what could just become the ultimate trials machine. It makes you wonder what front-wheel drive would do for a **TZ750**.

- Racing types might also consider how fast a 350cc version of Rotax's 250cc inline twin roadrace motor might be. The thought must already have crossed the minds of the folks at the **Armstrong** roadrace factory in England. With the British 250cc National title under its belt for the second year, that company has been seen testing its own **350cc** motor that looks very similar to the Rotax powering its 250.

- Just across the water in France, the racing world is rumbling about a new four-valve triple from **Sicard**. It seems the racing four-stroke motor is still under development in a chassis that uses the **motor** as a stressed member.

- If you can trust the Italian grapevine, you might be interested in a new four-stroke single from **Cagiva**. Rumor has it that the company, which bought the Aermacchi factory from Harley-Davidson, has built the all-new motor for street use. But knowing Cagiva's **dirt-bike** interests, don't be surprised to see a dirt thumper, too.

- Four-stroke dirt bikes are also the hot news at Suzuki, where a long-awaited new line could be headed by a four-valve **DR250** with twin exhaust ports and a counterbalancer. And if that Honda look-alike is not enough, there is also a good chance of a 125cc two-valve model that, like the 250, will feature **Full Floater** suspension.

- If you're more interested in serious horsepower, Yamaha might have the answer for you. At the recent Paris show it displayed a Custom-styled **XS1100 Turbo** that Yamaha officials had claimed was being scrapped. But French Yamaha officials were telling everyone who wanted to listen that the Turbo Eleven was for **U.S. sale** only.

- There was also talk in Paris about new models from **BMW**. Not content with tales of a new liquid-cooled flat-four 1000, those who should know were also whispering about a **750 triple** based on the same motor. They also mentioned 1983 as a possible launch year.

—David Dewhurst

AFTER THE FACT

• Too late for publication with last month's test (Jan '82 **CYCLE GUIDE**) of the 1982 Husqvarna 430CR was a problem we encountered with

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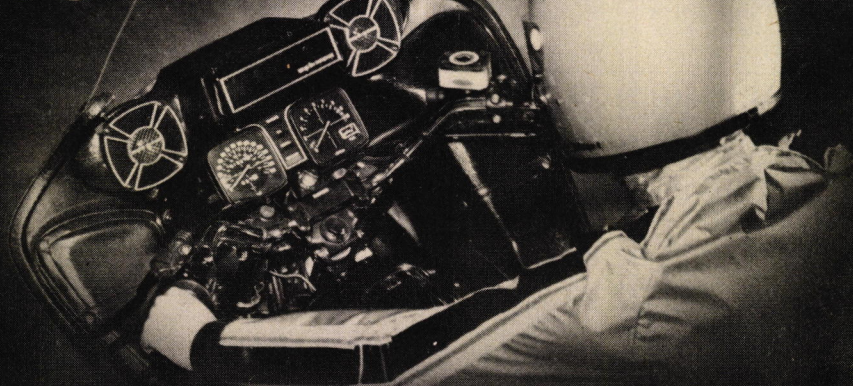
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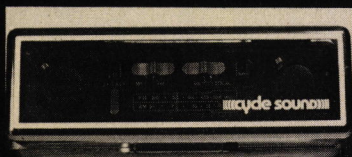


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GUIDE LINES *Continued*

fork seals. Our test bike suffered the characteristic Husky leaking **seals**, but the situation became dramatically worse when seals in both fork legs blew out. But we aren't the only ones to suffer from too much metal being machined from the seal housing, and it turns out that Husky has a fix. It's not elaborate, but the firm says that coating the outer surface of the seal with a small amount of **glue** will cure the problem. And don't look for a more permanent fix through warranty—that only covers frame and engine.

APART FROM THE CROWD

• You've probably seen too few signs like this one in your riding life, but you'd see more of them if you rode anywhere near the Connecticut offices of Saab-Scania Of America, Inc. As it turns out, many of the executives and workers at the **Saab** (as in Swedish automobile) would rather ride than drive. They are so avid, in fact, that several parking areas there have been re-designated for **motorcycle** use only.



It's a two-wheeled Saab

During the warm-weather season.

• Modern science has failed thus far with the common cold, but apparently not so with the equally common problem of intoxication—and intoxication leading to driving. Researchers have now developed a pill that produces quick **sobriety** by stimulating the adrenal gland. No commercial name for the product has been released yet, but the possibilities are staggering.

• Now take this to the bank and deposit it. Following a three-month study, the British Royal Society for the Prevention of Accidents has concluded that multi-vehicle motorcycle mishaps would be reduced if bikes looked "more threatening and aggressive." The report concludes: "It must be possible, somehow or other, to restyle a motorcycle front end to make it look more threatening." There you have it. An open invitation to paint P-40 shark's teeth on the snout of your Katana 1000.

—Larry Works •

VEE VS. VEE:

Yamaha 920 Virago and Yamaha XV920RJ



Think of them as fraternal vee-twins—one that studied in Europe and one educated in the streets of urban America.

BY PAUL DEAN



© 1982 JIM COOK

To hear some people tell it, the bottom line on Yamaha's pair of 920cc vee-twins is that they're lacking in pedigree, mere mongrel reproductions of thoroughbred originals. The XV920RJ, they say, is a close-but-no-cigar attempt to out-Duke a Ducati, and the 920 Virago is simply an Oriental Harley-Davidson minus the shake, rattle and soul.

Those people are wrong, of course, even though there is a certain element of truth in their synopsis. But to portray these two surprisingly versatile Yamahas in such an oversimplified manner is like painting a landscape scene using just one color of paint: you end up only with indistinct images instead of a representative picture of

what's actually there.

Now, it *does* seem fairly obvious that the 920 Virago is aimed at, or at least in the general direction of, the motorcycle-as-life-style group, the laid-back, easy-riding boulevard bunch whose vision of The One True Bike is something uniquely American, something low-slung, tough-looking and mean-sounding—something, judging by that description, not too far removed from a Harley-Davidson, if even removed at all. The XV920RJ, meanwhile, is a more performance-intensive model, a sport-tourer, it would seem, what with its café-style five-gallon gas tank, rearset footpegs, huge halogen headlight and not-so-high/wide handlebar. And its supposed logic-link to

the Ducati is that the only other 900cc tandem vee-twin in the sport-touring field is the one built by the desmodromic-valve folks over in Bologna.

It's understandable, then, how some people have misconstrued Yamaha's 920cc vees as little more than poor copies—or, for that matter, even *good* copies—of exemplary machines in two entirely different categories. But in all fairness, it's just as easy to see how *anyone* could get a bit confused when trying to figure out exactly what kind of animal each of these bikes really is. It appears that Yamaha has tossed a few unexpected elements into the brew when concocting these vee-twin models, and that alchemy has produced two bikes that don't always seem to occupy traditional niches in the moto-marketplace.

Take the 920 Virago, for instance: It's a high-tech showcase, a machine bristling with leading-edge accouterments like LCD digital/analog instrumentation (see CYCOM story, page 42), computerized LCD



PHOTOGRAPHY © 1982 CHRIS EASTMAN

systems-monitoring readouts, six-way-adjustable cast-aluminum handlebars and fork and shock damping that can be adjusted from the seat. But while this equipment is interesting, it isn't part of the accepted formula for the cruiser genre, nor is it what most boulevard bikers profess to either need or want—or appreciate having to pay for.

The XV920RJ's images are in much sharper focus, although that bike has its moments of ambiguity as well. Being performance-oriented, for example, it seems a more logical candidate for the Virago's techno-goodies, but it has been graced with virtually none of them. And its styling is a question mark, too; for, even though the



Two 920 vee-twins cornering in style—one in European Traditional and the other in Early American
Surprisingly, the differences in handling are subtle and few.

front of the bike passes as a sport-tourer, nothing about the bizarre appearance of the rear end supports that image. All that the swingarm-mounted fender and cantilevered taillight/luggage rack/security chain storage compartment seem to do, in fact, is discourage the sale of these European-styled 920s.

It's clear, then, that there is much about these two 920s that is not so clear, that a great deal of what seems obvious about them is anything *but* obvious. And since the solutions to these puzzlements are not ones that can be gleaned from a read through the sales brochures or a perusal of the spec sheets, there was only one way for us to divine The Truth about these bikes once and for all: Ride 'em. Individually and side-by-side. On long hauls and short jaunts. In town and out on the open road. WFO and in cruise mode. So we did. And by the time the dust finally settled and both big vees had gone thunka-thunka for the last time, we had found the answers, including some we hadn't anticipated.

One area that offered up no surprises, though, is the very heart and—protestations of H-D lovers to the contrary—*soul* of these two Yamahas: their engines. Given that they're big-inch vee-twins with their cylinders spread at almost a right angle (75 degrees, actually), they both perform about as we expected—which is to say, very smoothly and not particularly quickly, but with tremendous middle-rpm torque

and that deep, unmistakable exhaust music that only vee-type engines can manufacture.

Because the vee-spread on the 920s is closer to the Ducati's 90 degrees than to the Harley's 45 degrees, that exhaust symphony—and the almost total lack of annoying vibration—is more along the lines of what you'd experience on a Duck. Still, a vee is a vee, and it takes little imagination to hear—but not *feel*—the offbeat throbbing of a Milwaukee twin buried somewhere in the 920's exhaust note. And because the pitch of the uneven exhaust cadence barely changes as the rpm increases, the Yamahas seem long-legged and tall-g geared; but in actuality, they are quite *short*-legged and geared equivalent to most high-revving multi-cylinder literbikes.

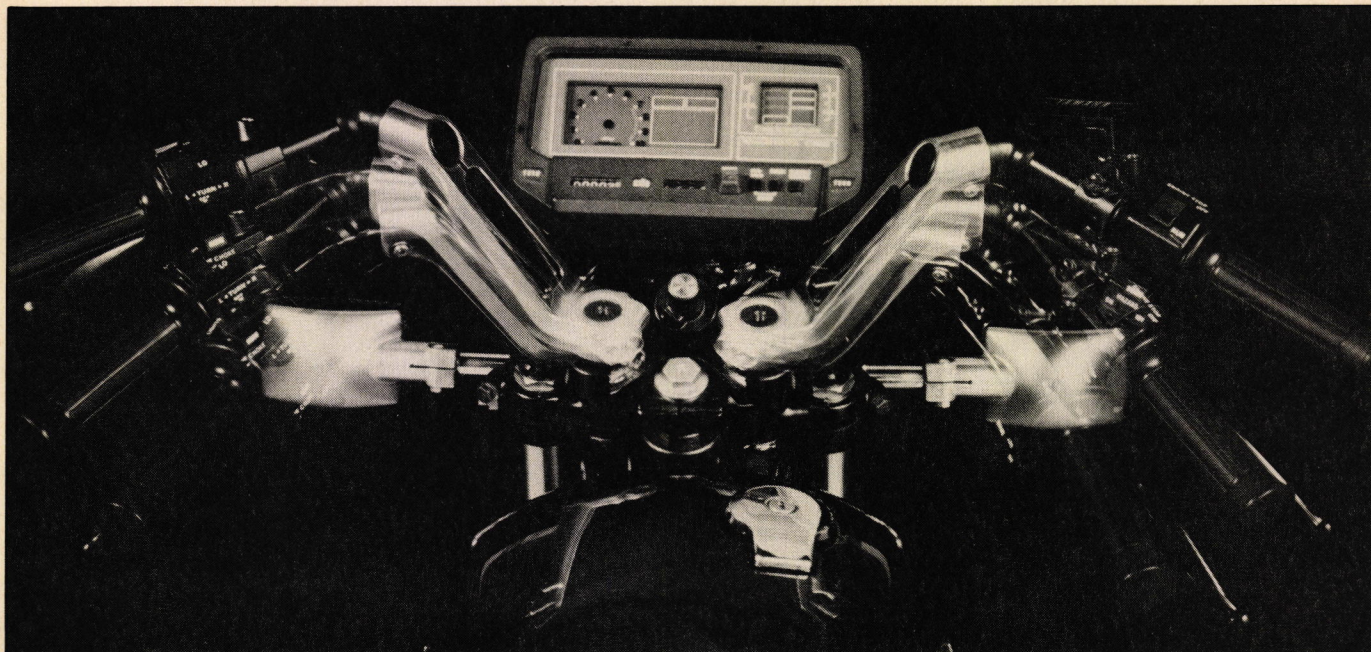
Despite their relatively low gearing, neither Yamaha will knock your socks off with blinding acceleration, although either will show both a Ducati and a Harley the quick way down a dragstrip. Besides, you soon learn to love the massive low- and mid-range torque that's always on tap in great bucketsful. You just dial the throttle open and the bike moves out. It "chugs" away if the revs are low and "drones" away if they're higher; but in either case the rates of acceleration are not much different. In fact, after you get accustomed to the atypically flat power curve, you'll sometimes wonder why Yamaha bothered to put so many gears in the transmission, since

shifting often seems superfluous.

A comparison of quarter-mile times does reveal that the Virago nips through the lights a hair's breadth more quickly than the RJ-model, but that doesn't tell you that in a roll-on, the custom handily outruns the sport. And for two good reasons: The Virago's 16-inch rear tire is four inches smaller in circumference than the RJ's 18-inch, giving the former lower overall gearing; and the Virago's shaft final drive allowed Yamaha to put an exhaust plenum chamber between the two mufflers that boosts the midrange power, whereas only a small-diameter balance pipe could be routed around the chain drive on the RJ. The sport model has longer mufflers that yield a fraction more peak power, though, which explains why the two 920s can have comparable quarter-mile times.

Those exhaust and final-drive dissimilarities are the only differences between the two engines, aside from a couple of cosmetic ones. Otherwise, the motors are identical twins all the way from their one-piece forged cranks and plain-bearing big-ends, up to their single-overhead-cam, two-valve cylinder heads. But technologically, neither offers much that's new or exciting. Yamaha's goal with the 920 engine was to design not the world's most sophisticated vee-twin but a thoroughly modern one by applying contemporary technology to that ages-old concept. So most of the internals are, basically, bog-standard bits that have

Continued



Triple-exposure photograph depicting the Virago's range of handlebar adjustment

Of six possibles, only two seem ergonomically practical.

seen service in various inline motors.

With a few notable exceptions, the 920's driveline is routine fare, too. Both bikes use exactly the same gears and ratios in their conventional five-speed gearboxes, and both have a separate spur-gear-driven jackshaft behind the two usual transmission shafts. Jackshafts are pretty common these days, but what's interesting about this one is that its presence was mandated by the "backward" rotation (clockwise when viewed from the left) of the crankshaft. Yamaha's engineers chose to spin the crank in this direction when they found that doing so allowed the frame to act as a better damper of the engine's vibrations and

power pulsations, thus resulting in a noticeably smoother motorcycle. The jackshaft was required simply to function as a gearbox output shaft that turns in the proper direction to drive the motorcycle forward.

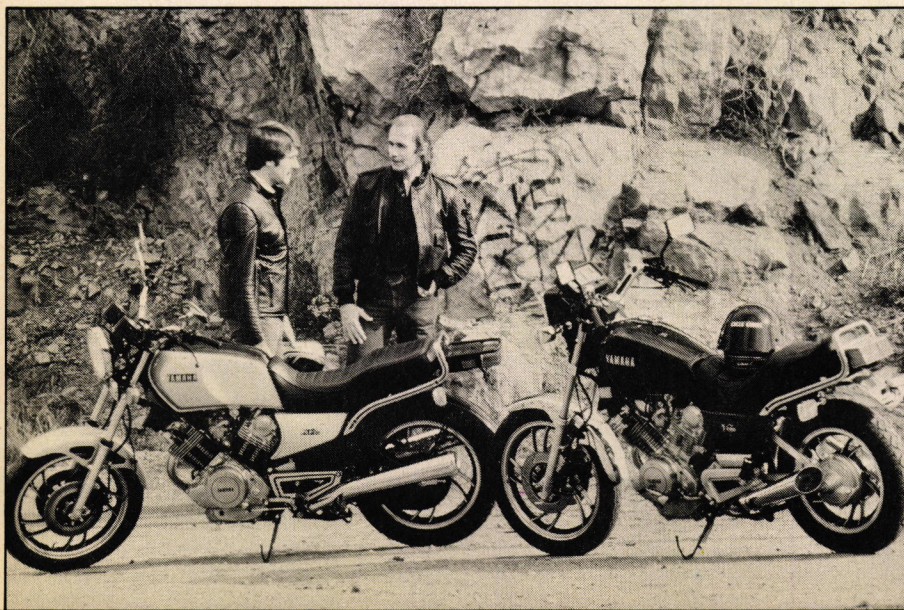
The biggest difference, then, between the shaft-drive gearbox and the chain-drive one is that the former has a spiral-bevel gear on the left end of its jackshaft and the latter has a 16-tooth sprocket. But while the Virago's shaft-drive configuration is completely unremarkable in this era of shaft proliferation, the RJ's final drive is not. It uses a No. 630 chain that is fully enclosed and continuously bathed in a liter of

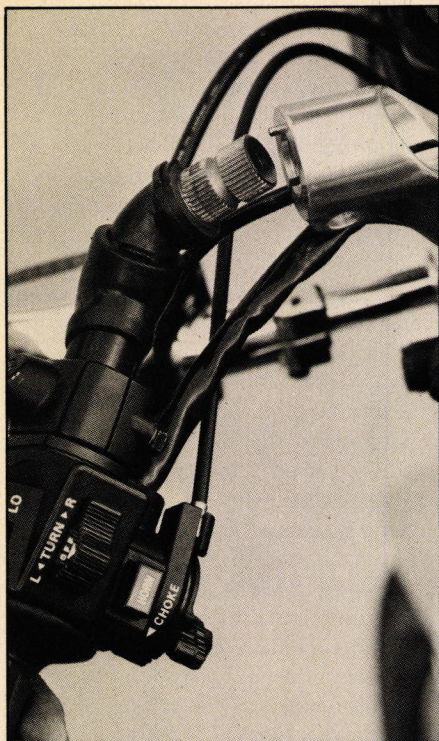
special lithium grease. The sprockets are encased in separate cast-aluminum housings that are interconnected only by flexible rubber tubes through which the chain passes.

There are significant advantages with this system, not the least of which is that the chain will go up to 5,000 miles between adjustments and, according to Yamaha, at least 30,000 miles before it has to be replaced. Moreover, this chain drive is every bit as clean-running as a shaft drive, not to mention being lighter, cheaper to manufacture, and simpler and less expensive to repair. Enclosed chains make so much sense, in fact, that it's hard to understand why their use is not more widespread.

There's no mystery at all, though, about why there's a chain drive of *any* sort on the Euro-XV and not a shaft: better sportbike handling. Shaft-driven motorcycles, you see, tend to "jack up" on their suspensions while accelerating and "settle down" during deceleration. And these peculiar dynamics have proven less than ideal for all-out sport riding, since they can effect center-of-gravity changes and cornering-clearance reductions at the most inopportune moments. But to our amazement—and Yamaha's engineering credit—we found that any shaft-vs.-chain handling differences between these two bikes were remarkably small and only discernable during the most aggressive cornering.

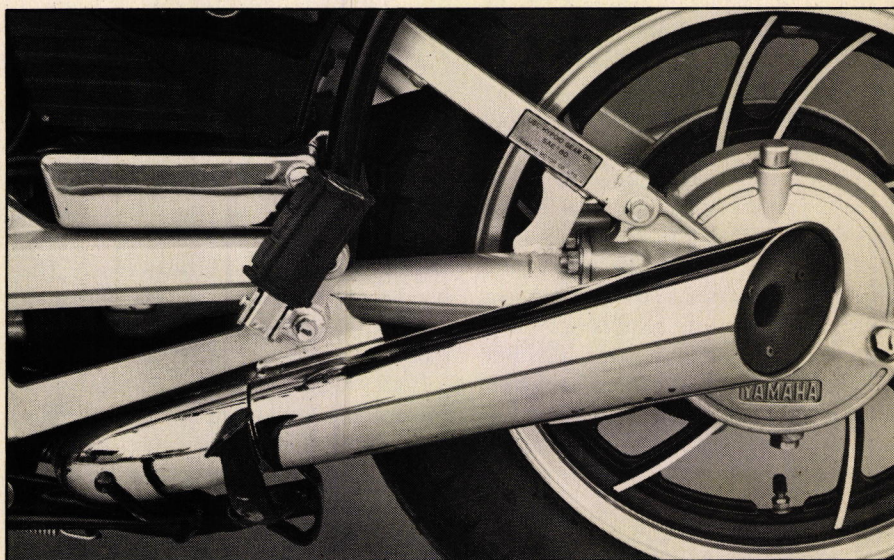
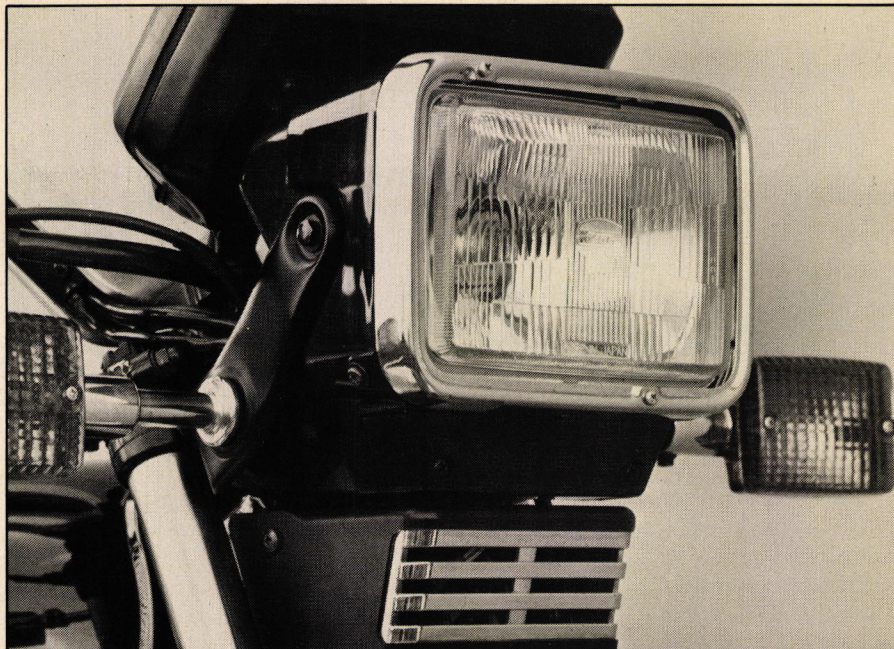
Explaining these handling similarities was easy once we peeled back the cosmetic differences and sized up the design likenesses. Both bikes use the same pressed-





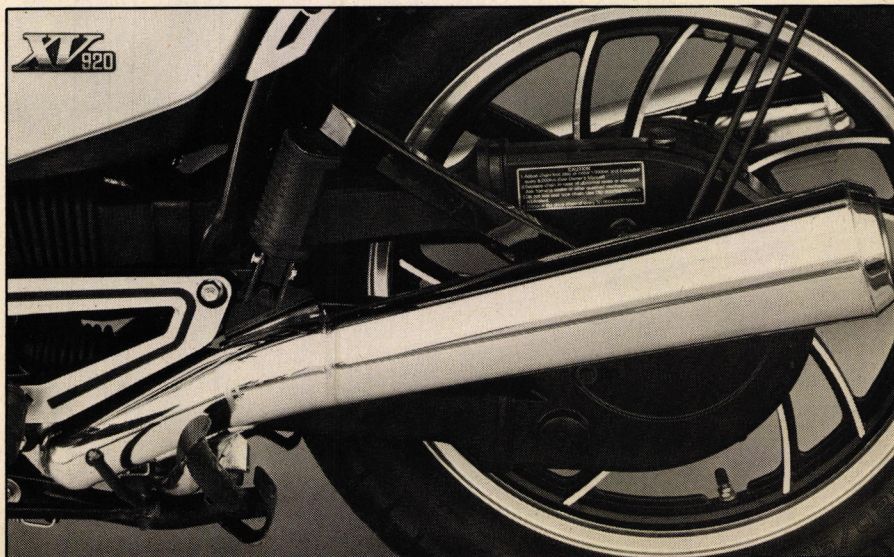
steel backbone-type frame, save for some obvious differences in bracketry and final-drive accommodations. The RJ has a longer swingarm than the Virago that gives it about an inch more wheelbase, but the custom has slightly slower steering geometry—a degree more rake and a quarter-inch more trail. The Virago also uses a different front fork (a leading-axle Kayaba with 36mm stanchions) than the Euro-style 920 (a 37mm inline-axle Showa); but the all-important front-axle-to-steering-head relationship is the same on both 920s. Meaning that, since they also have the exact same air-assisted, damping-adjustable rear shock, the Virago gets its added head angle and trail from the 16-inch rear wheel, which makes the bike sit almost three-quarters of an inch lower in the rear.

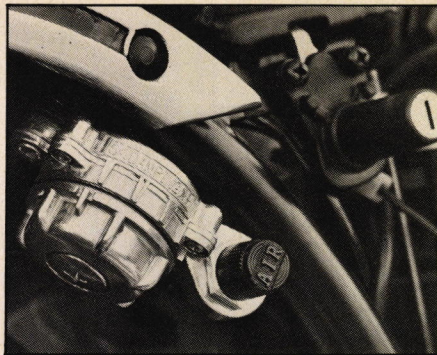
It's no wonder, then, that two such outwardly different motorcycles can feel and act so much alike. But what's *really* surprising is that even though the XV920RJ is slightly more adept than the Virago on twisty back roads, it's that way not so much because it has a chain drive, but simply because it has more cornering clearance (due to the taller rear tire) and better sport-riding ergonomics. The handlebar is almost a café-racer bend and the foot controls are located nine inches further rearward than on the Virago's Harleysque forward-mounted pegs. The resultant leaned-forward riding position is more conducive to serious playracing than is the custom's bolt-upright position. You can, admittedly, juggle the Virago's splined handlebar adjustments to achieve six different handgrip



Virago's dissimilarities include shorter swingarm, pipes, tire and gearing

But it's the one that's long on quarter-mile and roll-on acceleration.





Adjustment knobs control Virago's four fork- and six shock-damping settings

But the XV920RJ, a logical candidate for fork adjusters, doesn't have them.

angles and locations, but none of them are any better for canyon-chasing—or, in our opinion, for all-around riding as well—than the standard settings.

Despite all that, the Virago bends around corners with surprising finesse, losing ground to the other 920 only when the chase gets flat serious. And by that time, even the RJ begins to disclose a few weaknesses. It's very stable when banked way over and never wobbles, really, but it does sort of move around a bit when passing over even minor road undulations, like maybe the pressed-steel frame is flexing ever so slightly.

Not to worry, though. Because what makes both of these 920s so enjoyable on a meandering mountain road is not sheer road racing competence at ten-tenths but the ease with which they can be tossed around at a spirited but more *sane* pace—about, say, *eight*-tenths. The vee engine, by virtue of its inherent narrowness, is

mounted lower in the chassis than a parallel twin or multi could have been, thus giving the 920s an unusually low center of gravity. And that makes them feel much lighter during turn-and-bank maneuvers than their 500-plus pounds would indicate. You can, therefore, execute most moves more quickly and with less effort than on multis of comparable size and weight. You can just yank on the handlebar and the 920 will flop over into a corner almost instantaneously; you can change lines readily once into the turn or flick through a series of S-bends with ease; and you can even bank over into a turn while braking hard without having to arm-wrestle the handlebars, which is not the case with most big, high-center-of-gravity four-cylinder motorcycles.

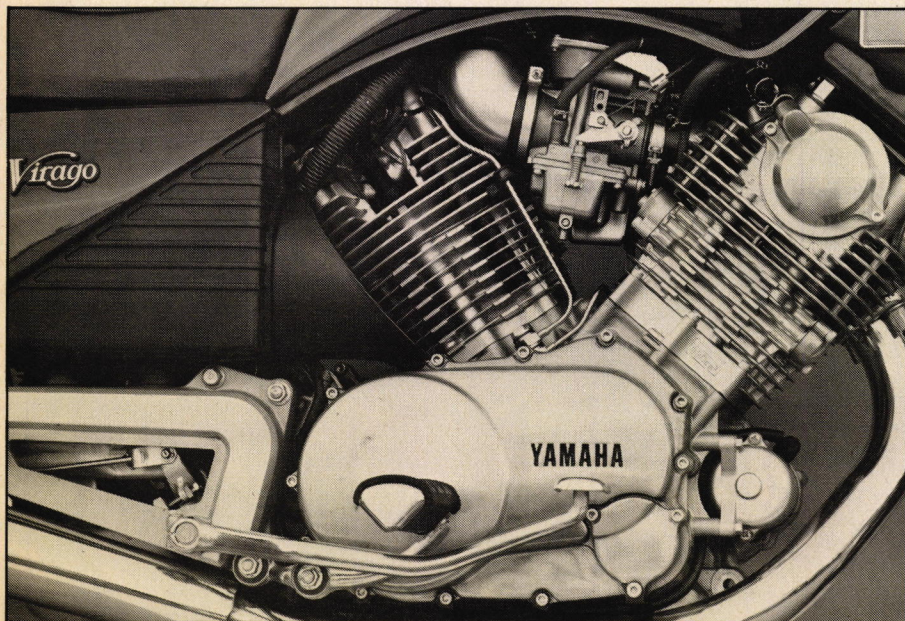
Both 920s, then, are bikes on which your grandmother could drag the undercarriage around a turn—partly because they lean over so willingly and partly because things

drag fairly easily, especially on the lower-slung Virago. When the suspension is adjusted for the best ride (14.7 psi minimum air pressure in the Monoshock, 5.7 psi minimum in the fork)—the feet of the centerstands and the ends of the footpegs on both bikes will touch down when turning in either direction; and you can add the front exhaust pipe to the list on right-handers.

Pumping up the suspension, of course, makes dragging all this hardware a lot more difficult; but by the time you get enough pressure in the fork (about 16 psi) and shock (around 50 psi) to allow serious banking angles, the ride on both bikes will have gone to hell in a very uncomfortable handbasket, and the RJ's fork will have come up short of rebound damping (it has no adjusters atop the fork tubes like the Virago does). You can strike a reasonably happy compromise between comfort and cornering somewhere within those two inflation extremes; but for a motorcycle that boasts narrowness as one of its alleged advantages, the attainable banking angles (especially on the sportier RJ) are a bit disappointing.

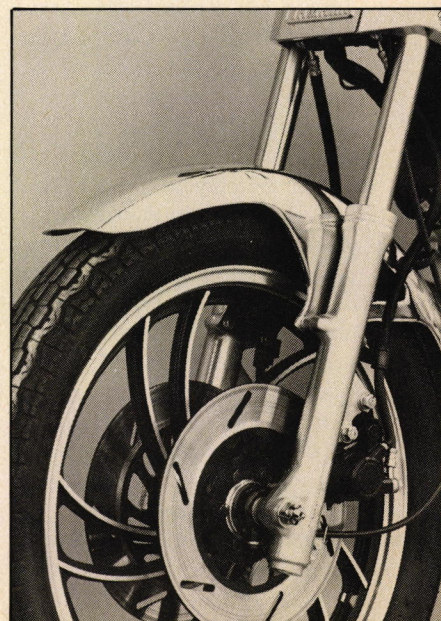
Consequently, neither of these 920s is likely to end up terrorizing the local Ducati contingent out in the twisties; but any Harley rider who messes with a Virago will get his first lesson in just how much a Yamaha vee-twin is *not* like an H-D.

If you're a not a peg-dragger and instead care more about ride quality, you'll be pleased to learn that the front fork on either bike absorbs all manner of road irregularities exceptionally well when the air pressure (and, on the Virago, the fork



Virago's wares include chromed intake tubes, forward footpegs and silver cylinders

You can't have The Right Look without The Right Stuff.



Virago's Kayaba-built leading-axle fork

With slotted discs and damping knobs.

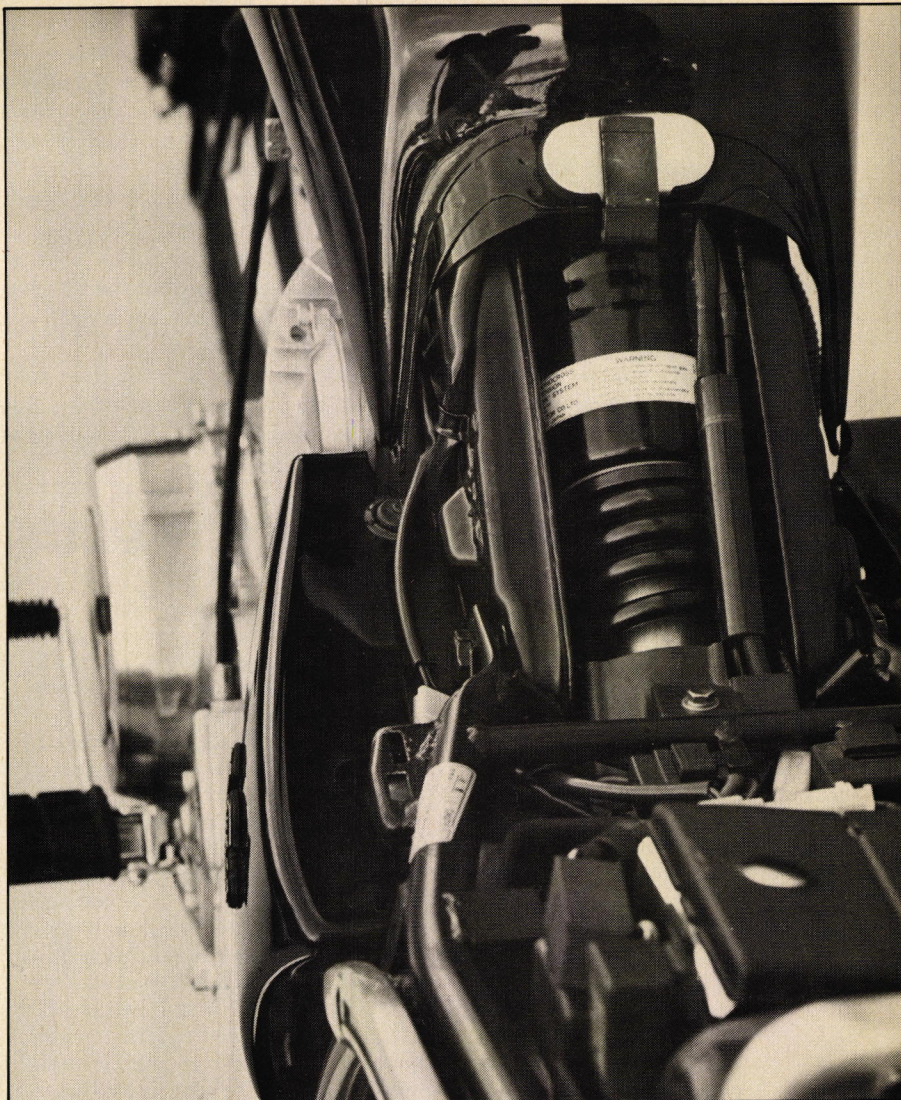
damping) is set at full-soft. And although both forks are virtually free of stiction and respond beautifully to the tiniest ripple at their softest settings, it still takes a king-size bump to cause any bottoming.

Sorting out the Monoshock rear suspension is a little more complicated. The shock bottoms relatively easily when its air pressure and six-position damping regulator both are set at their minimums, but that's where they must be if the ride at the rear is to be even remotely comparable to that at the front. And dialing up the air pressure enough to prevent premature bottoming makes the bikes ride rather harshly at the rear. Both 920s tend to be a little choppy in the rear anyway, even when the Mono is in full-soft mode. Not that the ride in back is *bad*, but it's just not as silky smooth as up front. The Virago is worse in this respect due to its shorter swingarm (effectively making the shock stiffer) and the greater unsprung weight of its shaft-drive hardware and 16-inch rear wheel.

Too, the Virago often just *feels* slightly choppier than the RJ because its operator must sit perfectly upright and with his feet far forward, placing all of his torso weight directly on his buttocks. The sport version's position—a slight forward cant of the torso, with feet tucked back beneath the thighs—distributes the upper-body load between the buttocks, the thighs and the palms of the hands.

Despite that, the 920RJ isn't an appreciably better long-distance mount than the cruiser. The Virago's seat is a much more comfortable perch, and it is only the upright riding position that brings on numb-

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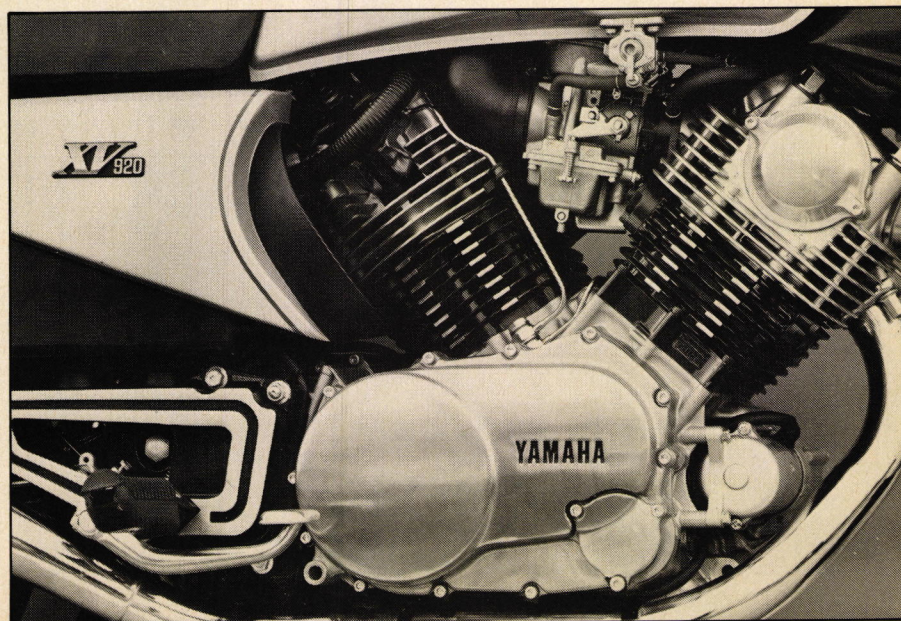
Air-assisted Monoshock unit nestles snugly under low-slung seat and tank

Tidy, but also why the battery has to reside where it can foul the right leg.



XV920RJ's Showa-built inline-axle fork

Plain-wrap suspension for the Sport.



XV920RJ gets black-painted cylinders, rearset pegs and right-side petcock

Different from the Virago visually, but genetically they're one and the same.

butt after an hour or two. But it is the seat itself that gets old on the RJ after a couple of hours. It isn't as effectively padded or supportively shaped as the Virago's bucket-style saddle.

Other than those two areas of complaint, the 920s earn high marks for their overall comfort. The Euro-XV is a delightful mount up until the rider's buns throw in the towel, and it's a far more rational sport-bike, comfortwise, than any Ducati we've ever tossed a leg over. And the Virago is blessed with some of the most sensible and enjoyable ergonomics ever found on a custom-style motorcycle. Harley's new

FXRS Super Glide is the Virago's cruiser-class equal—or maybe even its superior—in ride- and seat-quality, but the layout and operation of all other rider-contact points is far better on the Yamaha than on any other bike of its ilk.

Ah. But what, exactly, *is* its ilk? Isn't that what we set out to find? Did we not go through all these machinations to either prove or disprove claims that the Virago is a poor man's Harley and the XV920RJ a slow man's Ducati?

Indeed we did. But a funny thing happened on the way to a conclusion: The harder we tried to compare these alleged

copies with their originals, the more it became apparent that they, too, are originals, that they're more like *each other* than they are like a Harley or a Ducati or anything else. Oh, sure, there's a certain element of the Virago's character that stirs a few emotions usually reserved for Harley-Davidsons, just as the XV920RJ comes closer to approximating the Ducati experience than any Trans-Pacific motorcycle ever built. But as fanatically revered as Harleys and Ducatis are, they're specialized, narrow-focused motorcycles. And Yamaha's vee-twins are highly *unspecialized*, broad-band motorcycles, versatile bikes that do

Continued

CYCOM: Taking Liquid Crystals to the Redline

• Back when Dick Tracy first adjusted the vertical hold on his wristwatch, it would have been hard to predict the fascination that today's consumer has for electronic gadgetry. But the age of micro-chip magic has arrived. And as households everywhere became more and more saturated with personal computers and digital bathroom scales, it became inevitable that motorcycling had to follow suit.

Proof of motorcycling's entrance into the realm of printed circuits and digi-magic can be found perched in front of the 920 Virago's handlebars. It's called CYCOM—a contraction of Cycle Computer—and it uses Liquid Crystal Display (LCD) readouts to tell the Virago rider what's happening with his favorite vee-twin toy. Yamaha started with the same Computerized Monitor System (CMS) it introduced on last year's Seca 750 and took the idea two steps further with an LCD digital speedometer and an analog-type LCD tachometer. So CYCOM's only non-electronic items are the odometer and the tripometer, which are the usual mechanically driven items. This is simply be-

cause an electronic mileage counter could have its reading altered too easily. Number storage with the ignition off would also call for an independent battery for the CYCOM.

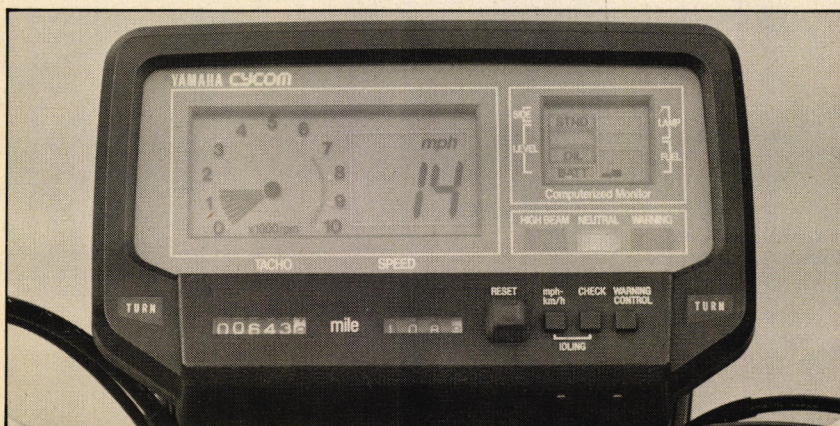
Sitting above the odometer on the console are two blank-looking spaces that become the speedo and tach when the ignition is turned on. The digital speedometer is on the right and displays speed either in miles per hour or, with the press of a button, kilometers per hour. It still tops-out at 85 mph, but somehow that federally mandated limitation is less-offensive when you aren't reminded of it every time you look at the instruments.

Unlike the speedometer, the tach resembles a conventional gauge, but the needle is missing. Instead, it uses individual LCD pointers to track the rpm in a way that can best be described as the opening and closing of a fan. For each 250 rpm the revs climb, an additional pointer appears, giving the tach a sunburst appearance at high rpm. Yamaha chose not to use a digital display of engine speed because seeing what rpm the engine is

turning at any given time is secondary to knowing what relationship that level has to redline and how quickly the revs are escalating. A bonus of this system is that by simultaneously punching two side-by-side buttons on the dashboard, the tach's reading is recalibrated for a 0-to-2000-rpm scale that lets you accurately adjust the engine idle.

Also making maintenance easier is CYCOM's CMS console, which "talks" to the rider through eight separate LCDs, telling him if the sidestand is down, if the levels of oil, brake fluid, fuel or battery electrolyte are low, and if the head- and taillight are operational. The LCDs come on with the ignition, flashing one-by-one and then disappearing if nothing is amiss. Only the fuel LCD remains visible, telling the rider, in quarter-tank increments, how much gas he has left. But if any of the levels or functions under CMS's scrutiny aren't right, the corresponding LCD will remain lit, and a flashing red light will attract your attention. But if you're the type (and most of us are) who can be driven crazy by flashing red lights—even on the short trip back to the garage—a button is provided that will, with just one push, make the light burn continuously or turn out the warning light altogether with another push. The affected LCD, however, will remain visible until the problem is corrected. And right next to the warning-cancel button is a self-check button that makes all of the LCDs display, just to relieve your suspicions of problems within the CMS itself.

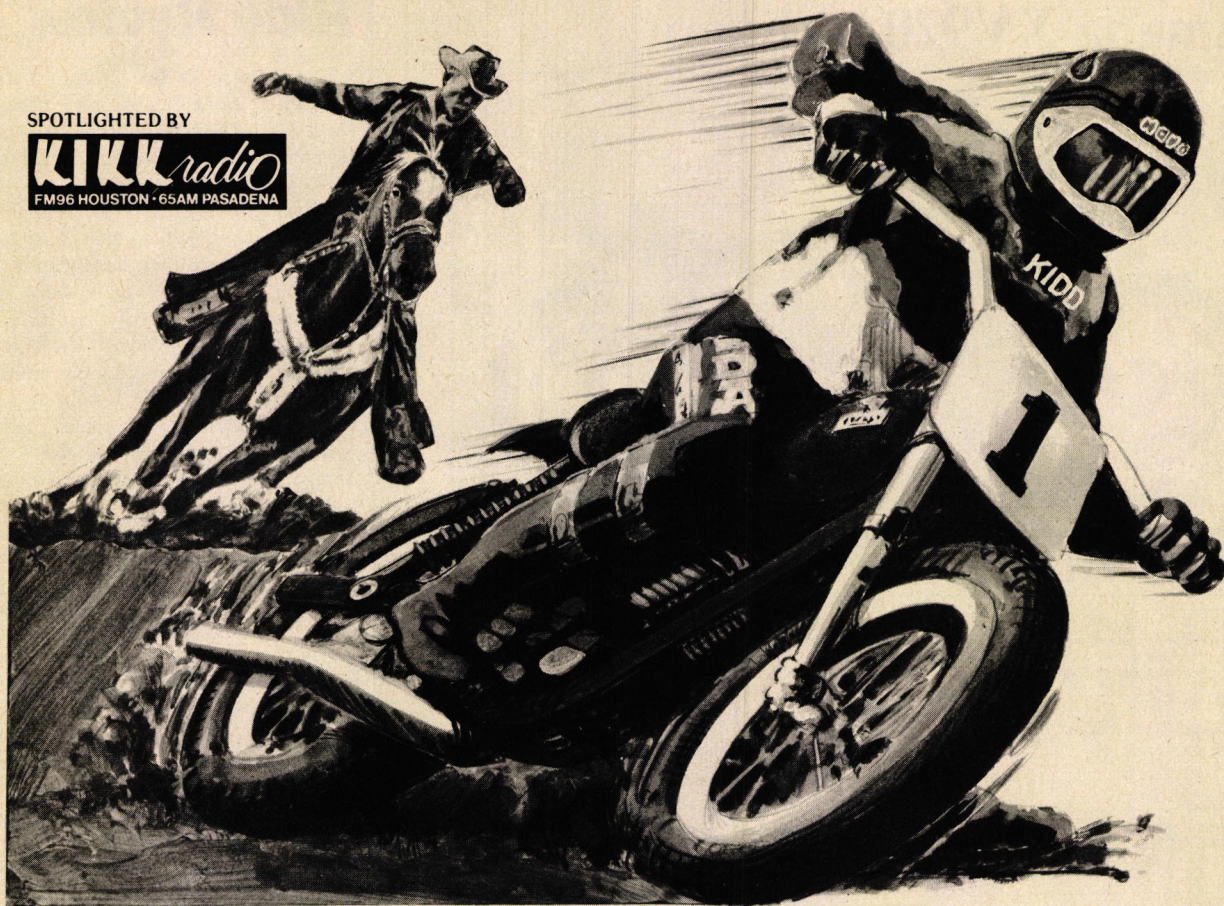
CYCOM doesn't represent the only case of technology-overseeing-technology, either. Suzuki and Kawasaki both have their own versions of CMS, and more are certain to follow. Yamaha has just taken one of the first steps in taking space-age technology out of the comicbooks and putting it on the road. —Ron Lawson



Virago's CYCOM (Cycle Computer) LCD instrument console

All it doesn't do is tell time.

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Mike Kidd
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**FEBRUARY 6 & 7
THE ASTRODOME**

Yamaha XV920J Virago



SPECIFICATIONS:

IMPORTER: Yamaha Motor Corporation USA
6555 Katella Avenue
Cypress, California 90630

CATEGORY: street

SUGGESTED RETAIL PRICE: \$3899

ENGINE

Type four-stroke tandem vee-twin
Valve arrangement single overhead camshafts
Bore and stroke 92.0mm x 69.2mm
Displacement 920.0cc
Compression ratio 8.3:1
Carburetion two 40mm Hitachi constant-vacuum
Air filter disposable paper element
Lubrication wet sump
Starting system electric only
Ignition transistorized breakerless, dual coils
Charging system 12-volt; alternator, voltage regulator, rectifier

DRIVETRAIN

Primary drive straight-cut gears; 1.660:1 ratio
Clutch wet, multi-plate
Transmission-to-jackshaft straight-cut gears; 1.022:1 ratio
Jackshaft-to-driveshaft spiral-bevel gears; 1.056:1 ratio
Driveshaft-to-rear-wheel spiral-bevel gears; 2.909:1 ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.353	12.251	6.0
II	1.667	8.678	8.4
III	1.286	6.695	10.9
IV	1.033	5.375	13.6
V	0.909	4.734	15.4
VI			

SUSPENSION/WHEEL TRAVEL

Front air-spring, 36mm stanchion tube diameter, 4-way adjustable rebound damping/5.8 in. (147mm)
Rear Monoshock air-spring, 6-way adjustable rebound damping/4.3 in. (109mm)

All weights and measurements are taken with machine unladen and fuel tank empty

BRAKES

Front dual single-action hydraulic calipers, 10.5-in. (268mm) discs
Rear drum, single-leading shoe, rod-operated

TIRES

Front 3.50H19 Bridgestone Mag Mopus L303
Rear 130/90-16 67H Bridgestone Mag Mopus G508

DIMENSIONS AND CAPACITIES

Weight 514 lbs. (233kg)
Weight distribution 45.9% front, 54.1% rear
Gross vehicle weight rating (GVWR) 1060 lbs. (481kg)
Wheelbase 59.8 in. (1519mm)
Seat height 29.3 in. (744mm)
Handlebar width adjustable from 26.0 to 28.8 in. (660 to 732mm)
Footpeg height 12.3 in. (312mm)
Ground clearance 5.3 in. (135mm), at crankcase
Steering head angle 29.5 degrees from vertical
Front wheel trail 5.24 in. (133mm)
Frame pressed steel backbone
Oil capacity 3.8 qt. (3.6l)
Fuel tank steel, 3.6 gal. (13.5l), including 0.5 gal. (2.0l) reserve
Instrumentation LCD digital speedometer, LCD dual-range analog tachometer, odometer, tripmeter resettable to zero, LCD fuel gauge, LCD systems check panel

PERFORMANCE

Fuel consumption 36 to 49 mpg (15 to 21 km/l)
Range, maximum 130 to 176 miles (209 to 284km)
Range, reserve only 18 to 26 miles (29 to 42km)
Speedometer error, 30 mph indicated 30 mph actual
Speedometer error, 55 mph indicated 55 mph actual
Best 1/4-mile acceleration 12.936 sec., 101.58 mph (163 kph)
Top speed (calculated) 108 mph (173 kph)
Stopping distance from 30 mph 32 ft. (10m)
Stopping distance from 60 mph 134 ft. (41m)

WARRANTY: 6 months unlimited mileage

AVAILABLE COLORS: New Yamaha Black or New Ruby Red

Ride Review

• I don't normally like Custom motorcycles. Their looks do nothing for me, and the low-rider lines usually call for compromises in handling and comfort. For me Customs are bikes to be seen on rather than ridden on. But the 920 Virago isn't quite like that. It's an exception to the Custom rule because it hardly gives away anything in handling, and it's never really uncomfortable.

I could almost live with the bike if it were not for the annoying electronic instruments. Not that I have a universal hate for electronics, as long as they perform better than anything else. On the Virago they are there only to be different, offering disadvantages of slower response in the tachometer/and difficult-to-follow digital speed figures. But maybe that's only typical of a made-to-be-seen-on Custom motorcycle —David Dewhurst

• The typical Japanese street cruiser reminds me of a Sumo wrestler disguised as a belly dancer. You can't just stick a ruby in the belly button of a big four-cylinder road-burner and expect to change what it is. The bike will still sound, feel and act the same—the plastic facade merely hinders its intended function.

But the Virago is different. It doesn't pretend to be something it's not. It already is what all customs try to be. The rhythmic pulsations of the big twin assure me that there is nothing synthetic about the bike. It just holds an earthy reality that no amount of restyling can give a transverse four. That the bike isn't as smooth or fast as a four could be doesn't even bother me. There are a lot of Japanese machines with those features, but none have the seductive belly-dancer appeal of the Virago.

—Ron Lawson

• My problem with the 920 Virago isn't necessarily the problem; in fact, there might not even be a problem. Nonetheless, when I look at the Virago I see a device built for an undefined mission. It could have been the final, take-no-prisoners assault on the Harley-Davidson entrenchment. But it isn't. Instead, the Virago, seemingly armed with all the requisite materiel to make such an assault a sure victory, also arrives laden with technotrickerie not normally associated with the boulevard genre. For me it muddies the water.

I can't fault the Virago in technical terms, not for its intended use—as I thought I understood it. But it appears to me that the Virago was launched in one direction, then redirected mid-flight to a slightly different target. Sales figures will undoubtedly count the Virago as a hit. I see it as a slightly off-target one.

—Larry Works

nothing spectacularly well but do almost everything competently.

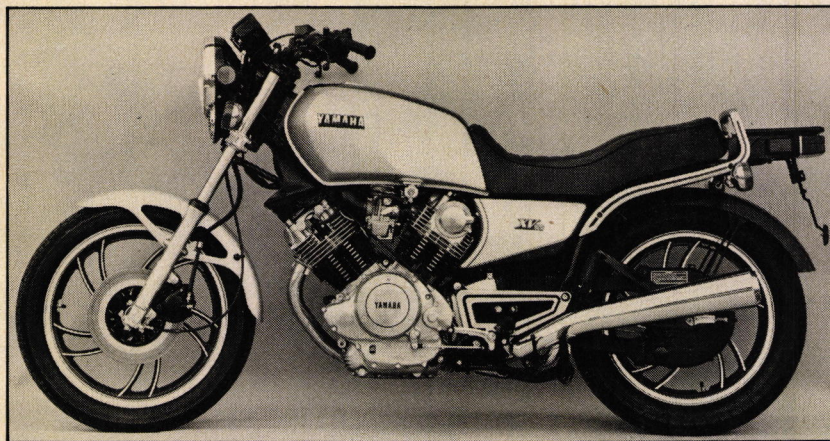
So in that sense, neither 920 really has an ilk. The Virago arrives dressed for battle in street-fighter's clothing, but the presence of its high-tech trimmings is your first tip-off that this bike is much more than something on which you simply profile up and down the block all evening. It's ready for just about any sort of on-riding, and, best of all, in the process it can get a rider emotionally charged without him ever needing to drag a peg or peg a redline. And just as the Virago is a custom-style bike with an unusually wide range of capabilities, so is the 920RJ a superb, low-effort horizon-

tilter that doesn't compromise its enjoyability otherwise.

It seems, then, that the only thing either of Yamaha's 920s has in common with a Harley or Ducati is that they all use engines that have two cylinders placed in tandem—a vee-twin, they call it. And in that respect, maybe Harleys and Ducatis and 920 Yamahas really are brothers beneath the skin. Because there's something very special about each one of those bikes that relentlessly compels you to just get on it and ride—somewhere, anywhere.

As far as we can tell, on the 920 Yamahas, that special something is shiny, vee-shaped and goes thunka-thunka. •

Yamaha XV920RJ



SPECIFICATIONS:

IMPORTER: Yamaha Motor Corporation USA
6555 Katella Avenue
Cypress, California 90630

CATEGORY: street

SUGGESTED RETAIL PRICE: \$3699

ENGINE

Type four-stroke tandem vee-twin
Valve arrangement single overhead camshafts
Bore and stroke 92.0mm x 69.2mm
Displacement 920.0cc
Compression ratio 8.3:1
Carburetion two 40mm Hitachi constant-vacuum
Air filter disposable paper element
Lubrication wet sump
Starting system electric only
Ignition transistorized breakerless, dual coils
Charging system 12-volt; alternator, voltage regulator, rectifier

DRIVETRAIN

Primary drive straight-cut gears; 1.660:1 ratio
Clutch wet, multi-plate
Transmission-to-jackshaft straight-cut gears; 1.447:1 ratio
Final drive #630 chain (3/4-in. pitch, 3/8-in. width);
2.188:1 (35/16) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.353	12.363	6.2
II	1.667	8.757	8.7
III	1.286	6.756	11.3
IV	1.033	5.424	14.1
V	0.909	4.777	16.0
VI			

SUSPENSION/WHEEL TRAVEL

Front air-spring, 37mm stanchion tube diameter/
5.5 in. (140mm)
Rear Monoshock air-spring, 6-way adjustable
rebound damping/4.3 in. (109mm)

All weights and measurements are taken with machine unladen and fuel tank empty

BRAKES

Front dual single-action hydraulic calipers,
10.5-in. (268mm) discs
Rear drum, single-leading shoe, rod-operated

TIRES

Front 3.25H19 Yokohama Y-994
Rear 120/90-18 66H Yokohama

DIMENSIONS AND CAPACITIES

Weight 509 lbs. (231kg)
Weight distribution 46.2% front, 53.8% rear
Gross vehicle weight rating (GVWR) 1005 lbs. (456kg)
Wheelbase 60.5 to 61.3 in. (1537 to 1557mm)
Seat height 30.3 in. (770mm)
Handlebar width 29.5 in. (749mm)
Footpeg height 12.8 in. (325mm)
Ground clearance 5.5 in. (140mm), at centerstand
Steering head angle 28.5 degrees from vertical
Front wheel trail 5.0 in. (126mm)
Frame pressed steel backbone
Oil capacity 3.8 qt. (3.6l)
Fuel tank steel, 5.0 gal. (19.0l), including 0.8 gal. (3.0l) reserve
Instrumentation speedometer, odometer, tripmeter
resettable to zero, tachometer

PERFORMANCE

Fuel consumption 37 to 51 mpg (16 to 22 km/l)
Range, maximum 185 to 255 miles (298 to 410km)
Range, reserve only 30 to 41 miles (48 to 66km)
Speedometer error, 30 mph indicated 30 mph actual
Speedometer error, 55 mph indicated 55 mph actual
Best 1/4-mile acceleration 13.099 sec., 100.44 mph (162 kph)
Top speed (calculated) 112 mph (180 kph)
Stopping distance from 30 mph 38 ft. (12m)
Stopping distance from 60 mph 128 ft. (39m)

WARRANTY: 6 months unlimited mileage

AVAILABLE COLOR: Quartz Silver only

COMPARATIVE TEST DATA:

Make & Model	Quarter-mile, sec.-mph	Top speed, mph	Weight, lbs.	Stopping Distance from 60 mph, ft.
Yamaha Virago 920	12.94/101.6	108	514	134
Yamaha XV920RJ	13.10/100.4	112	509	128
BMW R100RS	13.48/98.4	127	492	145
Ducati Dormah	13.41/97.5	118	487	120
H-D FXRS	13.92/93.1	109	594	124
Yamaha Virago 750	13.28/99.8	105	481	132

Ride Review

• The XV920RJ always feels right when I throw a leg over it. The lean-forward riding position is naturally comfortable, and I feel like the bike and I could hit the road for an endless Sunday ride.

Trouble is, before I get much further than the other side of town, my butt feels like it's already endured an endless ride. A passenger, too, will be thankful for the sight of home because the rear of the seat offers no more support than the front.

If Yamaha had only redesigned its seat with comfort and not just stylish looks in mind, the XV920 really would be an ideal bike for that endless ride. But for now it only feels right for as long as it takes me to throw a leg over the swoopy saddle. Perhaps it just needs an endless ride to an upholsterer.
—David Dewhurst

• Sport-touring, in my mind at least, is almost a contradiction in terms. The Yamaha XV920RJ is a good example. Riding it through the sport-bike environment of twisting canyons and patched pavement makes me feel out-of-place. Its low-rpm power fails to tickle my adrenal glands the way a quick-revving four can, and working around the bike's bulk convinces me the machine would be more at home Interstating its way across the country.

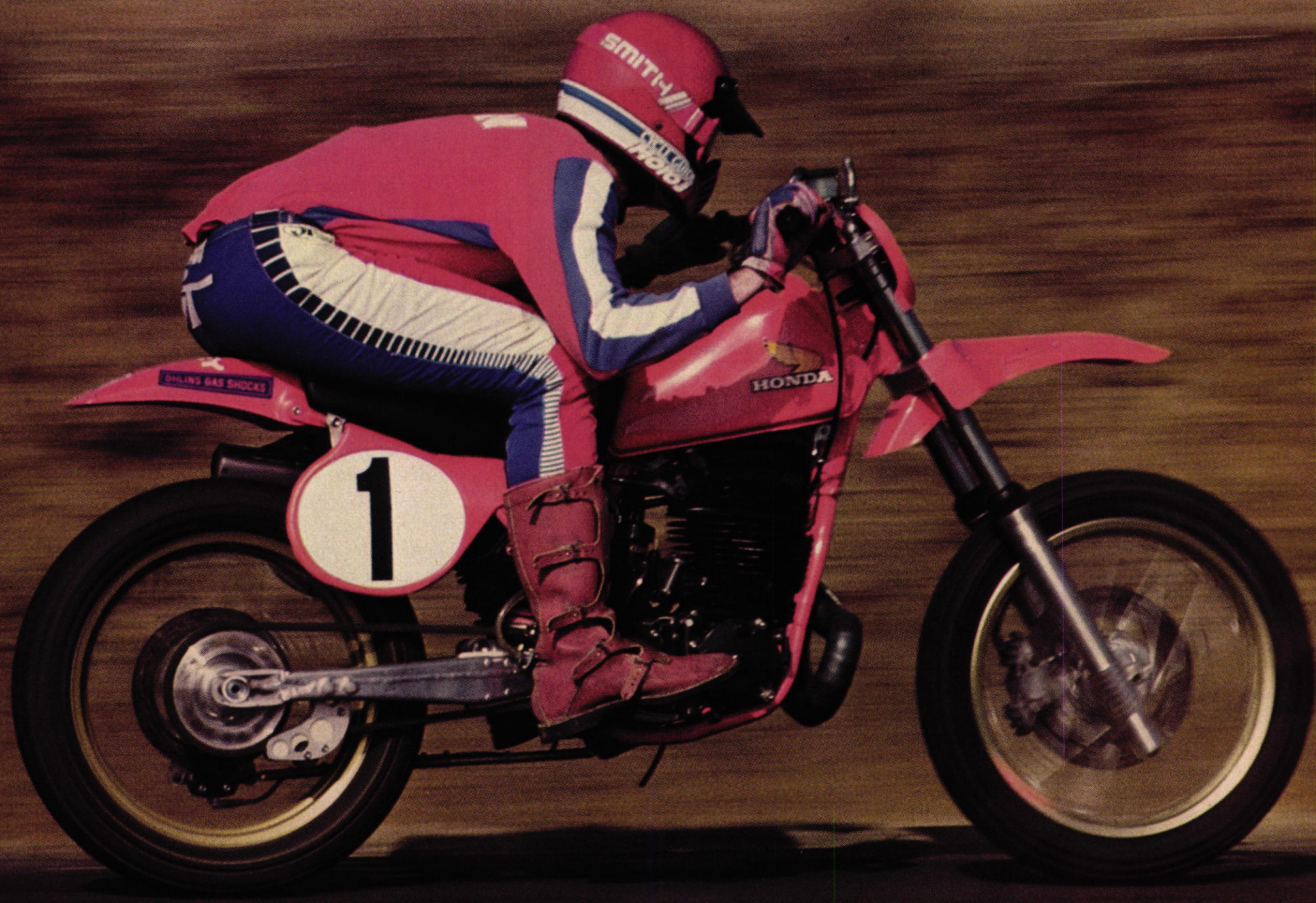
But after a few hours of serious highway scorching, the handlebar and seat start sending messages through slowly numbing parts of my body, telling me the big twin isn't made for the long haul either.

And that doesn't leave the XV with much, aside from its sport-touring title, a sturdy, vee-twin idea, and no place to use it.
—Ron Lawson

• In a showdown between RJ and Virago 920s, my choice is at once simple and complex. Simple, because there's no reservation about it—the RJ wins. Complex, because it requires explanation. In some ways, I like the Virago better. Right out of the box, for example, its seat is more comfortable and it has better roll-on than the RJ.

But the decision in favor of the RJ was made for me by Yamaha's ergonomists. The RJ's riding position, from the quasi-rearsets to the lowish handlebar, suits me to a vee. And even though the RJ falls second in roll-on oomph, it isn't exactly lacking. In compensation, it offers more ground clearance. All of which convinces me that the Virago is a good finished package, but a quick trip to an upholsterer to repair the RJ's thin, hard saddle will make the Eurovee a better one.
—Larry Works

BATTLE OF THE MOTO-STARs:



PHOTOGRAPHY © 1982 DAVID DEWHURST

The Superbikers

Finding the champion among champions.

BY DAVID DEWHURST

Winning is everything to a racer. Whether he's a world champion or a local novice, a real racer can't stop until he's beaten everyone. That's what keeps racers going. But it's never been possible, even for a world champion, to claim that he's beaten everyone, in every kind of two-wheeled racing. Not before The Superbikers.

The Superbiker event at Carlsbad doesn't unite *every* motorcycle champion,

of course, and the course doesn't present the *extremes* of road racing, motocross and flat track. But until The Superbikers, there was no way of proving which champ was the *real* champion, the best all-around racer.

Television played a large part in shaping the Superbiker course, because it was TV money that made the multi-national concept possible. The TV producers called for close racing and nothing longer than a two-

minute lap for the Saturday-afternoon armchair audience. To meet these demands, the Superbiker track was built so that, on a time basis at least, it's split neatly in half between dirt and asphalt.

In distance, the little-used Carlsbad road race track behind the more well known motocross course forms almost two-thirds of the two-mile lap. And with back-straight speeds topping 110 mph, the road-racers appear to have a definite advantage.

But three years of Superbiker racing have proven that a much-modified motocross bike is the best compromise for combination street-and-dirt racing. So, familiarity with the bike throws the advantage back into the motocrossers' court.

"It's a pretty good track to test everyone's riding," admits two-time Superbiker winner Steve Wise. "It's not much like regular motocross, and the roadracers say it's not really their kind of stuff either," he added as he looked down the dragstrip that forms the start-and-finish straight, toward a couple of hay bales around the tight righthand first turn. "The secret is to keep your speed up whenever you can; you can't square-off turns like you do in motocross," says Wise as he mimes a cross-up.

"For the second turn I just brake the bike into a two-wheeled slide. These Good-year flattrack tires are really easy to slide," says Wise as he points to the black rubber marks where he pitches his 498cc Honda into the turn.

He takes the Turn Two exit tight because, "You have to get a fast sweep at the uphill turn and keep the speed up." The apex for the corner is also the crest of the asphalt hill, and as each rider rounds the turn, flattrack-style with his boot down, the bike leaves the ground at about 80 mph. "The bike gets squirrely," concedes a smiling Wise, "but you've got to keep it wide-open to get a fast shot at the downhill."

Any horsepower edge shows up on the long, uphill righthand curve that passes for a back straight. "The first time I ever came over the rise here at more than 100 mph, the front wheel came way off the track. When



it came down again it shook so bad I almost got spat off," recalls Wise vividly. "That's why we tightened down the head bearings to act like a steering damper—you need it at these speeds."

And good brakes are needed for the tight hairpin that opens back onto the dragstrip. Everyone has similar disc brakes at both ends, so gaining any advantage here calls for a lot of nerve.

Most of the real position-changing happens out in the hard-baked dirt section of the track. "It's a bit like motocross" claims Wise, "but you're going so much faster. You can't just rush a guy in a turn and bump bars like you do in motocross. At these speeds it's too dangerous. It took a long time for me to get that motocross aggression out of my system when doing this kind of racing."

With speeds averaging more than 60 mph in the dirt, even the motocross section

resembles a roadrace. And as the hard-baked adobe gets covered with rubber, every turn becomes a wide-open sideways blast. "The track isn't very rough," says Wise, "but I think the better physical conditioning of motocross riders will always give them an advantage."

The racing machinery itself is more evenly matched. All but one rider in the 1981 event used a big-bore motocrosser fitted with disc brakes, flattrack tires, much taller gearing and short suspension to suit Carlsbad's relatively smooth surface.

It's a formula that's epitomized by Wise's factory Honda. But if you think the bikes sound little-changed and the multi-surface track appears not too demanding, you'd be wrong. No amount of TV watching and no other motorcycle-riding experience can ever prepare you for the unparalleled thrill of riding the ultimate Superbiker machine.

Continued

Riding The Winning Superbiker: Where The "E" Tickets Cost Forty Grand Apiece

• Listen, I'm not stupid. Dumb, at times. Maybe even gullible. But not stupid. So when Steve Wise handed me his Superbikers Honda racer and said, "Take it easy out there," adding that "You can get off really hard doing this stuff, and I don't want to see you get hurt," I sensed that he sincerely meant it. But I also sensed that much of *why* he meant it had something to do with not wanting his hand-built, tried-and-proven trusty race bike returned to him wadded up into a \$40,000 spitball. So "easy" became my operative word for the day.

But not *too* easy. After all, I thought as I climbed aboard, I've got flattrack and motocross experience totalling almost 16 years, and I've amassed a lot more miles on roadrace circuits than even Wise has. So I figured that there was nothing this triple-purpose, transmuted motocross bike—or Carlsbad's unique Superbiker racetrack—could throw at me in the way of surprises.

By the middle of the second lap, I knew for sure that I had figured wrong. Because there were three things I had *never* done: roadraced a motocrosser on a course comprised of a dragstrip and some pit-access roads; flattracked a 56-horsepower two-stroke on a decidedly unflat and unsmooth surface; and motocrossed an Open-class works bike while it was wearing a six-inch-wide dirttrack tire up front and an eight-inch-wide road racing rain tire on the rear. But I quickly learned that Superbiking meant doing all of that on the same track, on the same bike and at the same *time*. Like I said: I had figured wrong. It was, to say the least, different.

I got my indoctrination into just *how* different the first time I pitched Wise's Honda into the track's loose and rutted "flattrack" lefthand sweeper. The fat front tire immediately started hydroplaning across the powdery dirt; and the only way the front would stop plowing so the rest of the bike could start turning was if I either slowed down or wicked the throttle open to break the rear tire loose—which, being wider and just as knob-free as the front, it was quite willing to do, even to the point of uncontrollability and terminal sidewaysness if I wasn't discreet with the throttle.

All that rubber was worth its weight in gold, though, once out on the pavement. Because for one thing, I found that I could lean that skinny little ex-motocross bike way, *way* over in the turns, so much so that it felt like my elbows would drag before any part of the drifting motorcycle would touch down. And I also needed the



Author exploring the strange new world of Superbiker racing

Just when you think you've done it all . . .

huge rear footprint to help get the Honda's immense power onto the ground, although the tire still would spin on the asphalt when I accelerated out of the slower turns.

If that wheelspin surprises you, remember that I'm talking about a 56-horsepower motorcycle that weighs just 230 pounds, meaning that it has a 15 percent better power-to-weight ratio than a Suzuki GS1100, the hottest hyperbike around. The Honda is, therefore, a viciously *fast* machine, one that will loop over backwards in the blink of an eye if you don't keep the top half of your body as far forward as is anatomically possible any time you're on the gas.

I was just learning how to cope with these and numerous other idiosyncrasies (like braking from 100 mph on a bike that has almost 10 inches of nosedive, or disciplining myself to take non-motocross lines around obvious motocross corners) when *blam!*—a loud clank, a screaming engine and a locked rear wheel, all in a split-sec-

ond. The transmission's countershaft had sheared right at the sprocket, jamming the chain between the rear tire and the swingarm and, sadly, sending the bike back into tuner Cliff White's box van for good.

Wise was cheerfully philosophical about the incident, reflecting on how much stress the road racing must put on a gearbox meant for motocrossing, and on what would have happened if the shaft had DNF'ed in the race. That would have cost him a pretty penny. And who knows? Maybe I inadvertently saved him from a similar fate in next year's race.

One thing's for sure, though: I'll remember my brief stint in the saddle of that very specialized Honda long after I've forgotten about its broken countershaft. Not too many people can say that they've experienced this fast, thrilling and absolutely unique form of racing. Just a select handful of the world's best motorcycle racers. And me.

I told you I wasn't stupid. —Paul Dean

The Making of Superbikers: TV or not TV?

• "The biggest attraction of Superbikers is television," says Gavin Trippe, the event's promoter. "And I'm not just talking money. The reason the factories and riders are involved is because of TV. It's called National Exposure."

"One thing that bothers me is that we hear that Superbikers is made-for-TV," says Bob Iger, Manager of Program Planning for ABC's *Wide World of Sports*, who speaks with authority. "We've never looked at the race that way."

Legitimate event, or trashsport? The six-year-old roots of Superbikers are entwined in each of the above; its beginnings and success are paradoxical.

It all started with: "Why doesn't Brad Lackey ever race against Kenny Roberts?" The innocent—to some, naive—question was posed by an ABC producer who, along with his WWS crew, happened in June of 1976 to be at the Carlsbad Raceway to film the U.S. Grand Prix of Motocross, by that time a staple of his network's winter sports line-up. The question was asked of two Englishmen, Gavin Trippe and Bruce Cox, promoters of the USGP and the men most responsible for bringing ABC to American moto-sport.

"That moment was the catalyst," says Trippe. "Bruce and I had talked of designing the 'ultimate' race for years. Having riders from road racing, motocross and dirt track shoot it out among themselves was a very attractive idea. But without television, we were pretty sure we couldn't sell it to the motorcycle industry. ABC has always been ahead of the game as far as new things are concerned, so we decided to take a flyer."

Trippe and Cox knew, however, that network interest was only a start. The event that would become Superbikers was but a conversation piece in 1976. A firm format needed to be devised, a racetrack found, rules written, sanctions sought. The only other gadget-race, stadium motocross, was a variation on a proven theme. Superbikers would be breaking new, uncharted ground.

"Our first thought was to run it at Carlsbad in 1977," says Trippe, "using the MX and road race courses and building a dirt track." Each rider would compete at his specialty on Saturday, trying to qualify for a winner-take-all race on a hybrid, half-asphalt-half-dirt circuit on Sunday. "The format was a bit unwieldy," Trippe says. "We couldn't get all the variables to come together, so we backed off. We knew if we blew it the first time around that Superbikers would never run again."

The race was also postponed in 1978, this time a victim of sparring between the

sanctioning bodies (AMA and FIM) over divvying up the hefty network "rights fee." After some lengthy negotiation and a change in command at AMA's professional racing office, the financial problems were ironed out and "Superbikers I" was set for the fall of 1979.

"Mike DiPrete and Bill Boyce at the AMA were really helpful," says Trippe.



Posing a question to Superbiker winner
Who's ready with a Wise line.



"They realized it was our event as far as rules and track set-up were concerned, and saw that the TV exposure would be good for the sport as a whole. Once the money thing was out of the way, we were set to run it and see how it did."

Evidently, it did fairly well, for "SB I" spawned "SB II" in 1980, and last fall before the start of "SB III," the promoters were boasting that upwards of 30 million viewers tuned in annually to watch the action.

Bob Iger's assessment is a bit more cautious. "The first quarter of the year is the highest rating period for *Wide World*," the ABC executive says, "and that's when we air Superbikers. It's hard to tell exactly how it performs in the ratings because it's only one element in a show of many elements, and we try not to attribute ratings to a specific element."

Well, will it survive as an element? "We have an overall positive feeling about the race," says Iger. "It's still in its infancy, but we'd like to see it grow." Will it grow with a too-pervasive influence from TV? "No," says Iger. "Remember, the promoters came to us with the idea to establish the world's best all-around motorcyclist. Our input has generally been of a technical nature, from our understanding of our medium."

Gavin Trippe concurs. "ABC leaves me to do my job—get the riders and run the race—and I leave them to do theirs. The first time I see any film is when it airs on the tube. Our intention was to establish a good event that would become part of the regular racing schedule."

To that end, the promoters have appeared to succeed. But it can be argued that without network money the riders might not race; without network cameras, the factories wouldn't show.

"It's a unique situation," admits Trippe, "but Superbikers has a multi-year arrangement with ABC. This year's program was the tightest and best so far, and we're sure it will make for good television. We fully intend to run it again next year."

For his part, Iger allows, "Competitively, Superbikers has been an unqualified success. We have an option clause to pick it up, and while I can't say positively that it will be around in 1983, in all likelihood it will be a part of the *Wide World* schedule in the future."

What is certain is that sometime in mid-March, 1982 "Superbikers III" will air as an element of a WWS telecast. On that day, whenever it is, the past and future of Superbikers will be meaningless to the viewer. Whether or not it entertains—that's the question.

—Jeff Burt

Superbiker Machinery: Ultimate Compromise

• Superbiker machinery has been developed with few rule-book restrictions, so it's surprising to find that almost every team has developed remarkably similar bikes. And the Cliff White-built factory Honda that took Steve Wise to victory is no exception.

Based entirely on a 1980 works motocrosser, the Honda's stock 300mm of fork travel is reduced by 50mm, while the rear end is reduced to 240mm of travel.

Other major changes include much taller gearing, along with a cutaway airbox and slightly lower compression that allows the stock-ported 498cc motor to rev more freely. A modified motocross pipe also gives more top end.

To cope with 110-mph speeds, the bike is shod with wide rims and Goodyear flat-track tires. A 12-inch Lockheed front disc and a 10-inch Grimeca rear disc slow things down.

—David Dewhurst

HONDA SUPERBIKER

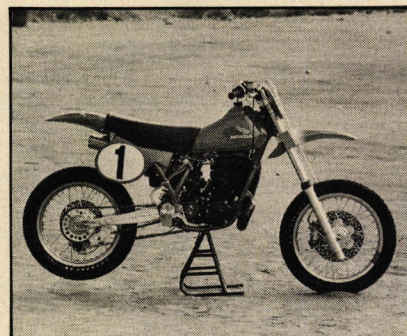
Manufacturer: Honda Motor Company, Limited
27-8, 6-chome Jingū-mae
Shibuya-Ku, 150 Japan

Category	Superbiker Racing
Suggested retail price	N.A.
Engine type	two-stroke vertical single
Port arrangement	one reed-valve-controlled intake, four transfers, one booster transfer, one exhaust
Displacement	498.0cc
Carburetion	one 38mm Mikuni slide/needle
Gearbox	4-speed
Front fork/wheel travel	air-spring/9.8 in. (250mm)
Rear shock/wheel travel	Pro-Link/9.4 in. (240mm)
Front tire	26 x 6 x 19 Goodyear DTII
Rear tire	25.5 x 8 x 18 Goodyear Road Racer
Wheelbase	57.1 to 58.9 in. (1451 to 1496mm)
Seat height	34.8 in. (885mm)
Handlebar width	32.0 in. (810mm)
Footpeg height	13.4 in. (343mm)
Weight	N.A.
Top speed (calculated)	110 mph (177 kph)



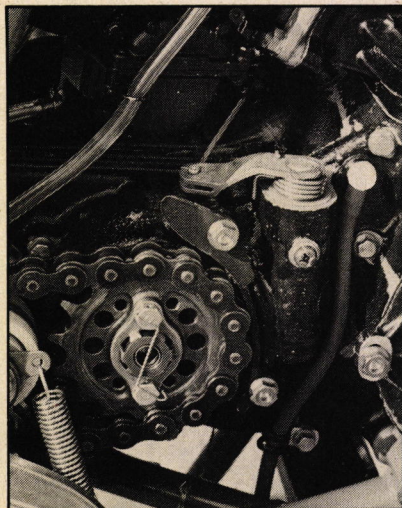
Familiar motocross line

Hiding a very different personality.



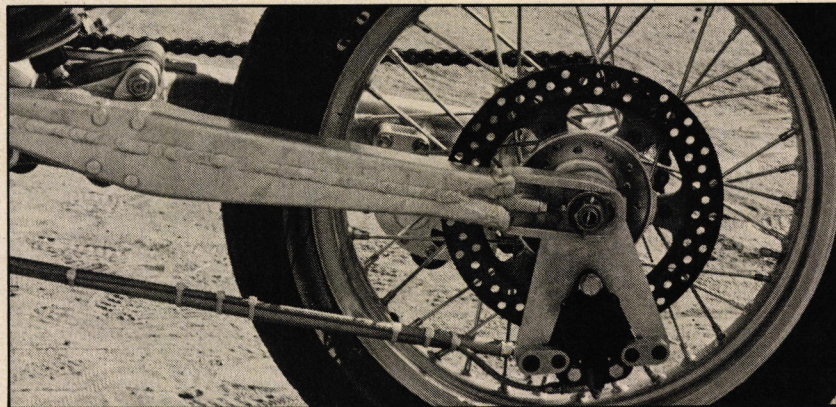
Honda goes one-off racing with a Class-C act

Tall gearing and flat-track tires are a common feature of a Superbiker racing.



Cliff White's perfect preparation

Safety wire won't stop a broken shaft.



Shortened Ohlins shock works a lowered motocross rear end

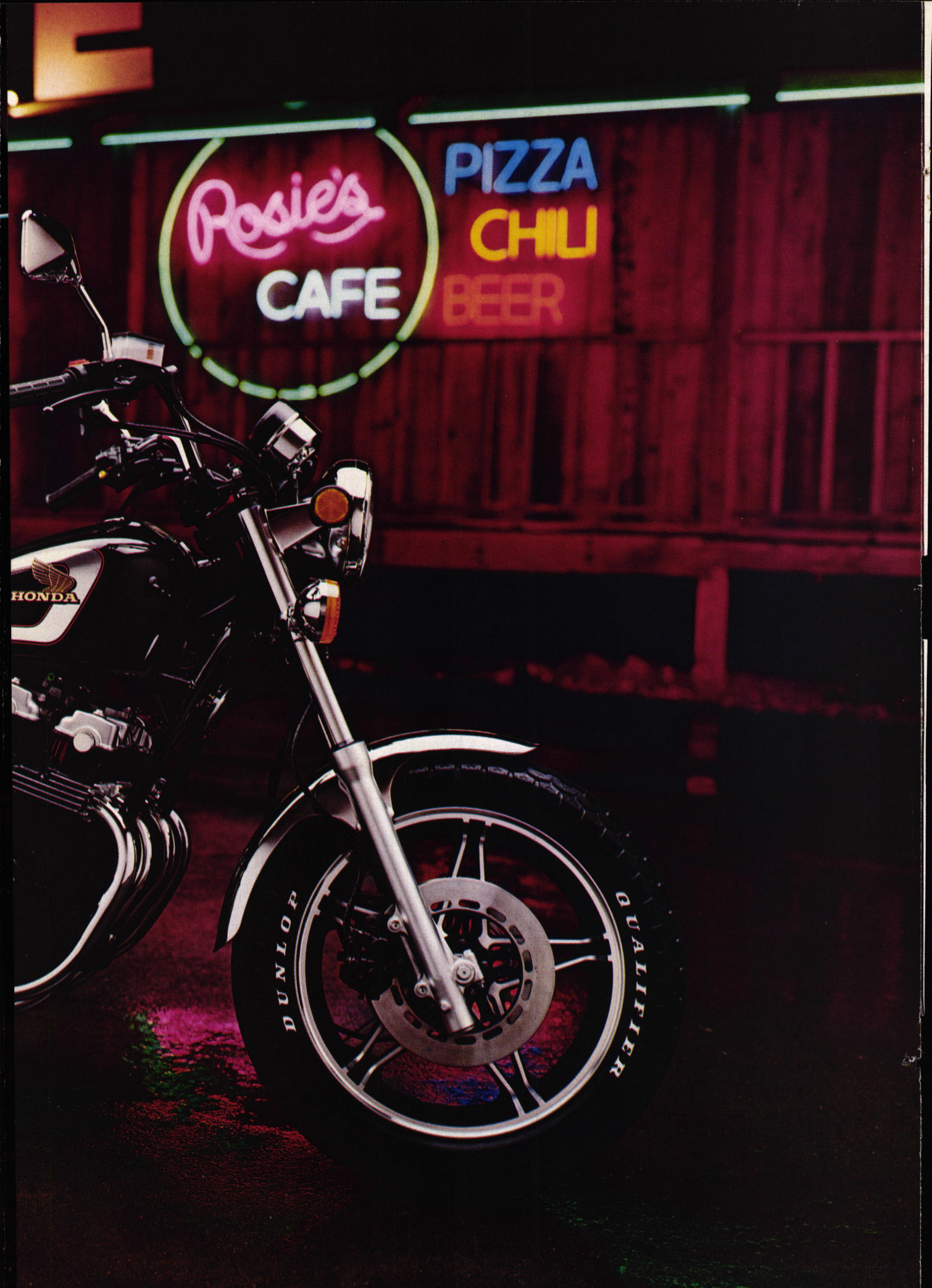
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FOLLOW THE LEADER

MINITEST:

Yamaha Seca 550

One equals two equals wonderful.



PHOTOGRAPHY © 1982 VIC HUBER

• A dual personality isn't necessarily a bad thing. Sure, there's the unfortunate case of Dr. Jekyll and Mr. Hyde. But there's also Clark Kent and Superman, Diana Prince and Wonder Woman—and the Yamaha Seca 550 and the Yamaha Seca 550.

Most dual personalities are not as neatly divided as the Seca's. You don't need a battery of credentialed experts armed with the latest detection equipment to find the Seca's dividing line. Just look at the tachometer.

Under 5500 rpm, you see, you'll find Mild Seca, an ideal errand bike. It's light, nimble,

not particularly fast or quick (though certainly adequate) and very economical (we got 55 mpg without really trying). Power delivery is linear and modest. You'll still be able to pull away from cars with Mild Seca, but not by such a large margin. Think of it as a kind of super-commuter bike for people who feel the need to have multiple cylinders under them.

Then, above 5500 rpm, lives the other personality, the Wild Seca. Power comes pouring through the efficient 528.7cc, dohc, two-valve-per-cylinder YICS engine in gratifying quantities. The Seca's mild hum changes into a

roar, and the same degree of throttle-twisting that did next to nothing for your velocity under 5500 rpm suddenly propels you forward with a high-performance rush. Yes, Wild Seca likes hard running, and it likes to drink fuel, too (we got only 41 mpg in that mode).

There are, of course, unifying elements that allow the two Secas to exist as a single entity. The most obvious is the immediately recognizable fairing, considered by many to be less than the optimum in good looks with its nostril-like horn locations and F-86 Sabre Jet snout. This year's model carries forward that styling and adds a shot of sloppiness. The outside of the fairing is red this year, but the inside is white, and our test bike featured overspray from the red paint that had misted over into the inside. Unfortunately, it was right there in plain sight all the time and tended to reduce positive feelings about the bike's otherwise high level of workmanship.

Cosmetics, however, isn't the only area of weakness in the Seca's fairing. Wind blasts coming off of it swirl directly toward the rider's head, causing enough turbulence to result in ear- and neck-fatigue on extended rides. If either the fairing were placed higher or the handlebar were positioned lower, the problem might not exist. But it does.

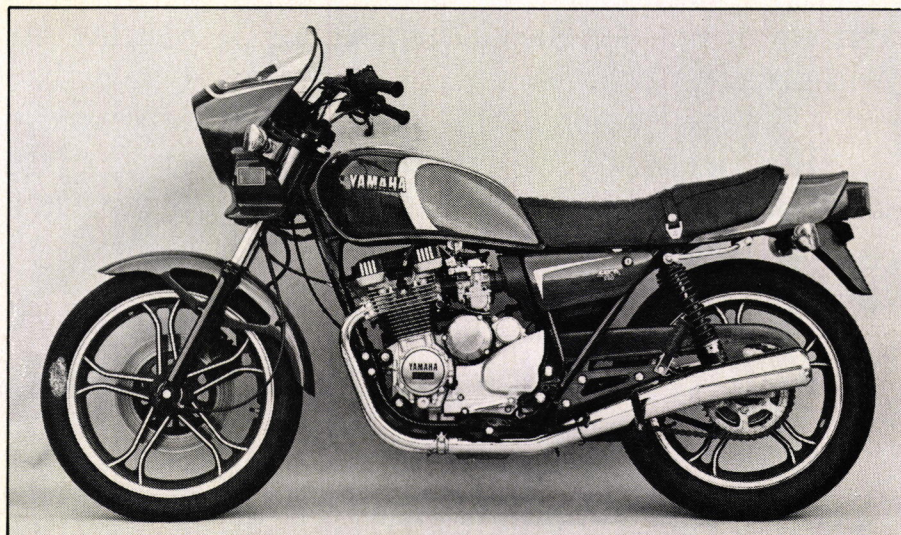
No such aggravations bother the other aspects of the Seca's comfort-quotient, however, making this bike an impressively smooth performer. Rubber motor mounts damp out any obtrusive engine buzzes, and the soft seat and compliant suspension complete the overall feeling of isolated luxury. Adjustable suspension also allows for enough stiffening to make the Seca a competent twisties device. Only the rather sudden throttle response intrudes on the Seca's almost perfect silkiness.

But the positive attributes of the Seca definitely outweigh the negative. You probably wouldn't want Dr. Jekyll if you had to take Mr. Hyde, too, but Yamaha offers you a much better proposition. You can have both Mild and Wild Secas, and which one you send out into the streets will be entirely up to you. You have to be crazy to miss the virtues of that kind of freedom, don't you? —Tash Matsuoka

YAMAHA XJ550RJ SECA

Importer: Yamaha Motor Corporation (USA)
6555 Katella Avenue
Cypress, California 90630

Category	street
Suggested retail price	\$2659
Engine type	four-stroke transverse vertical four
Valve arrangement	double overhead camshafts
Bore and stroke	57.0mm x 51.8mm
Displacement	528.7cc
Compression ratio	9.5:1
Carburetion	four 28mm Mikuni constant-vacuum
Gearbox	6-speed
Front fork/wheel travel	35mm stanchion tube diameter/5.8 in. (146mm)
Rear shocks/wheel travel	5-way adjustable spring preload/4.3 in. (109mm)
Wheelbase	55.3 to 56.2 in. (1405 to 1427mm)
Seat height	31.0 in. (787mm)
Weight	418 lbs. (190kg)
Top speed (calculated)	104 mph (167 kph)
Fuel consumption	41 to 55 mpg (17 to 23 km/l)
Warranty	6 months unlimited mileage
Available color	Maxim Red only



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**THE GREAT
AMERICAN
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MINITEST:

Yamaha IT250J

MX-bred versatool in enduro clothes.

• Yamaha's IT250J is going to ruin a lot of bench-racing sessions. It's especially going to hurt the one-way bike-shop dialog between the local Old-Timer and anyone who'll pretend to listen. The Old-Timer loves to ramble on about the Good Old Days—back when you could ride your big single out to the scrambles track, unbolt the lights and go racing. Back then bikes just seemed more versatile, and, as Old-Timers are always ready to point out, they just don't build them like that any more.

But the Old-Timer is only half right. Today's new-fangled bikes probably will never again be able to take you to and from the races, but Yamaha's latest IT250 might just make the Old-Timer think twice. Because it's one of the most versatile dirt machines to hit American shores since the retreat of the British thumper. The Yamaha is a bike that's made for enduros but is just as much fun when playing in the hills or racing on a track.

The major reason for the IT's multiple talents can be found in its engine. The Yamaha doesn't demand high-rpm screaming to pull its way through enduro situations. It chugs down low with impressive torque. And while there are other 250cc enduros that pull as well or even a little better on the bottom, none hit with as much force on top as the IT does. The sedate exhaust note belies the performance

that is capable of making the IT almost competitive on a motocross course. In the woods, only a hint of compromise can be detected when negotiating in close quarters over ground covered with wet leaves or pine needles. The IT's engine response can prove too abrupt in those situations where traction is limited.

In spite of the MX-style powerband, the 250J, like last year's nearly identical H-model, is at home in tight sections. The slow steering that made even earlier ITs well-suited for desert riding but unmanageable in eastern-style



enduros, has been helped by tucking-in the steering angle one-half degree. The result is improved maneuverability. And although the bike's center of gravity sometimes feels high, winding through closely spaced trees is never unnerving.

The IT won't even complain when it comes to the really rough sections of an enduro. The 11.8 inches of travel in the 28-way adjustable Monoshock provide an extraordinarily plush ride. Hard riders might feel that the spring rate is too low, which might narrow the Yamaha's focus for them from MX/enduro-bike to enduro-bike only, but they needn't lose heart: Yamaha offers a selection of optional springs to stiffen or even soften the rear.

The performance of the fork also exhibits those same characteristics. For playriding, a more responsive unit couldn't be asked for. Its smooth action inspires confidence until the rider switches modes to a more serious pace. Then even hard braking can use nearly all of the fork's travel.

As with the rear, Yamaha offers a selection of fork springs that add even further to the bike's versatility. Because of this, a number of the machines have been appearing recently in the alien environment of local MX tracks. Though ITs won't win any Pro races, few other 250cc enduro machines can run with them. In spite of this hidden talent, the Yamaha surrenders little in the woods or on the trail, making it a bike that virtually anyone can get on and do whatever type of riding he or she enjoys most. Who knows, maybe even the local Old-Timer might find a few more Good Old Days behind the handlebar of an IT.

—Ron Lawson



YAMAHA IT250J

Importer: Yamaha Motor Corporation (USA)
6555 Katella Avenue
Cypress, California 90630

Category	enduro
Suggested retail price	\$1999
Engine type	two-stroke vertical single
Port arrangement	one reed-valve-controlled intake, four transfers, one booster-transfer, one exhaust
Bore and stroke	70.0mm x 64.0mm
Displacement	246.3cc
Compression ratio (corrected)	7.8:1
Carburetion	one 36mm Mikuni slide/needle
Gearbox	6-speed
Front fork/wheel travel	air-spring, 38mm stanchion tube diameter/9.5 in. (241mm)
Rear shock/wheel travel	24-way adjustable rebound damping/11.8 in. (300mm)
Wheelbase	57.3 to 58.4 in. (1455 to 1483mm)
Seat height	36.5 in. (927mm)
Weight	239 lbs. (108kg)
Warranty	90 days
Available color	blue only

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GS-650 G

The 1982 GS-650G adds new dimension to the sport of touring: Superb handling in a mid-size machine.

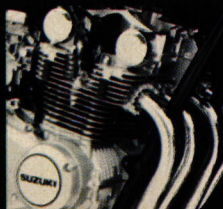
The 4-cylinder DOHC engine and Suzuki shaft drive offer incredibly smooth, efficient power.

Front air forks with fully-adjustable rear shocks and tapered roller suspended swing arm deliver superb comfort and handling.

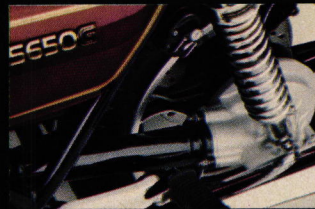
To top it off, we added new instrumentation, new-style mag-type wheels. And the list goes on.

Enter a new dimension. The 1982 GS-650G can take you there.

Twin Dome Combustion Chamber engine: Built for high performance and maximum fuel efficiency.



Suzuki shaft drive: Without a doubt the smoothest, most lash-free shaft drive available.



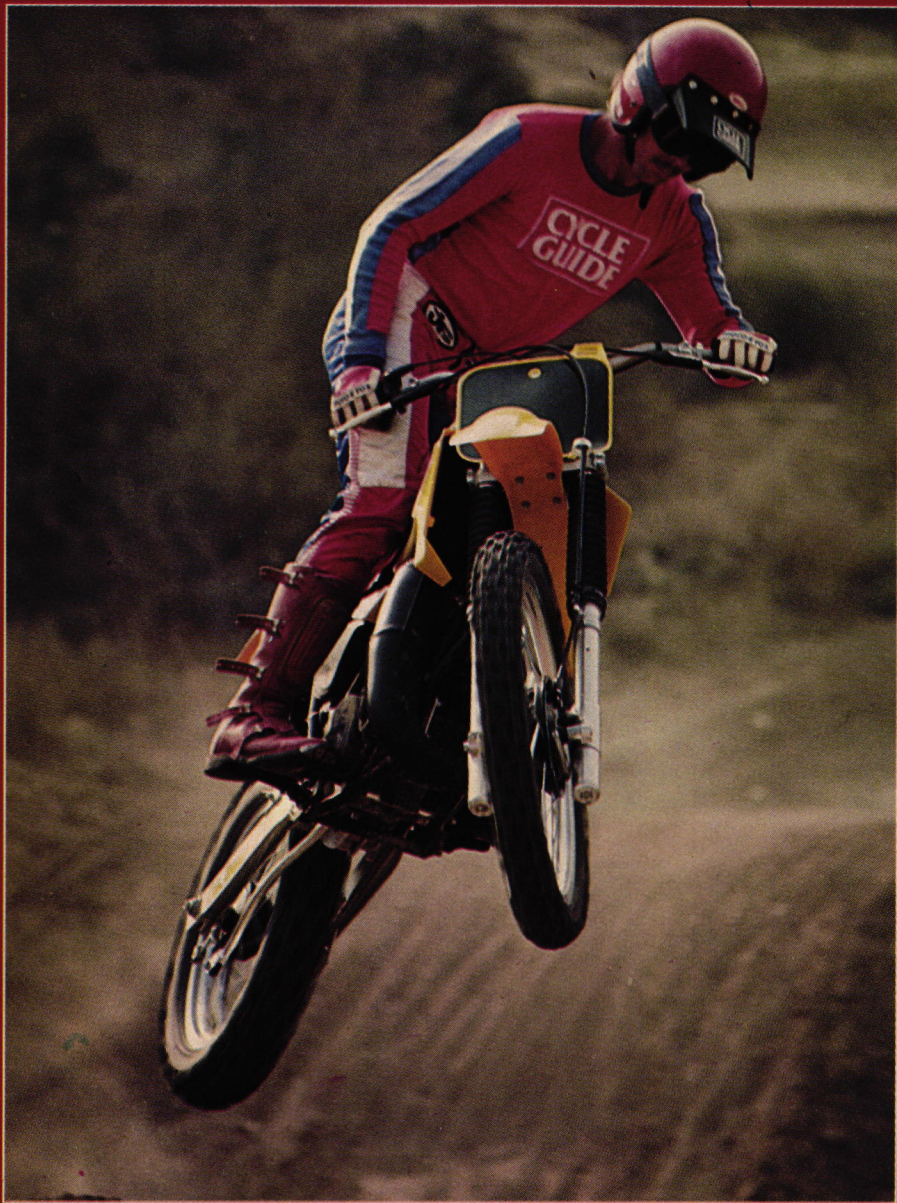
4-way adjustable damping: Rear shock system allows you to compensate for road, load and speed.



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TRACK TEST:

Suzuki RM250Z

Next year's factory bike?

BY RON LAWSON

For just a moment, allow yourself to indulge in the most common of moto-fantasies. Picture yourself pulling up to the start line at a local motocross with Kent Howerton's factory racebike. There you sit with the



ultimate in motocross technology, ready to take on anything. What if nobody notices, or even cares?

That is exactly what would happen. It's true that Howerton's bike proved to be the hottest thing on the track during the 1981 Nationals, but it just isn't *trick-looking* enough to attract attention next to the exotic production iron that 1982 will be offering. And trick looks are going to be the key to sales in the liquid-cooled, power-valved, disc-braked year to come. Even if Suzuki were to perfectly duplicate Howerton's machine right down to its unpainted pipe and sand-cast cases, then offer it for sale at a reasonable price, it would probably be a marketing disaster.

That's why it shouldn't be a surprise that Suzuki's '82 production machine looks nothing like the factory bike. They've made it even *tricker*. Its liquid-cooled barrel alone is enough to catapult the RM from the world of average-looking bikes (which includes even Howerton's bike) into the realm of the ultratrick. It was a move made necessary by the need to attract attention in a market where performance is only half the equation for sales. Suzuki didn't want to find itself in the same position occupied by Kawasaki last year when the KX125 demonstrated, through the absence of liquid-cooling, the low-sales consequences of not being trick-looking enough.

Suzuki knew that Honda would

have an improved version of its 250 waterpumper for '82 and that Yamaha was planning to join the liquid-cooled corps as well. It was apparent that Suzuki would have to fight water with water. So the new Suzuki has been packaged and marked special delivery into the hands of the factory-hardware-craving crowds that line the MX tracks of America. But now, after years of being trained into believing that a factory bike is the ultimate in trick, the moto crowds are confronted by an RM250Z that's even trickier than the works bikes. And that's enough to make even the racetrack crazy-crossers step back and wonder. When it comes to winning motocross, are trick and quick always the same thing?

continued

RM250Z:

Tech Inspection

Engine:

Top End: The RM250Z is powered by a totally redesigned, liquid-cooled engine. Suzuki now uses an oversquare bore-and-stroke configuration, changed from last year's 67 x 70mm layout to 70 x 64mm. Despite liquid-cooling, tolerances between the new cylinder and piston are unchanged from last year's air-cooled model, but a lower operating temperature allows the engine to run an NGK B8EGV plug (one step hotter than last year's). The RMZ also uses leaner jetting, and while it uses all the regular Mikuni metering pieces, the new 38mm carburetor has a flat-sided rectangular slide. Suzuki claims improved flow and better mid-and low-range response from the new design. Fuel is drawn from the carb through an unchanged eight-fiber-petal reed valve and then by way of a bridged intake window in the cylinder wall and a separate passage leading directly into the crankcase. Six transfers take the mixture above the piston and its single Keystone ring. In the hemispherical combustion chamber, the gas is compressed at a ratio of 8.4:1 (0.3 higher than last year's). For the first time on an RM250, burnt gases exit through a centrally located exhaust port. The more-symmetrical position of this port in the otherwise unchanged barrel layout is claimed to increase power.

Bottom End: A gear on the right-hand end of the full-circle crank drives a water pump at a ratio of 1.89:1. The pump's seven-blade impeller, which is slightly larger than that used on the RM125, forces 1000cc of coolant through a twin-radiator system pressurized to 15.6 psi. New crankcases still feature a combined swingarm pivot/engine mount, but now only a single-bolt front engine mount is used.

Drivetrain:

Primary Drive: As with previous models, the Z-model uses straight-cut primary drive gears, but gear width is increased from 7.5mm to 8.5mm. The clutch retains its four driven plates and five drive plates.

Gearbox: Second, third and fourth gears have been strengthened by adding a half-millimeter to their width. The only ratios that have changed are second and fifth. Second gear ratio drops from last year's 1.750:1 to 1.687:1, while fifth is increased from 0.913:1 to 0.954:1.

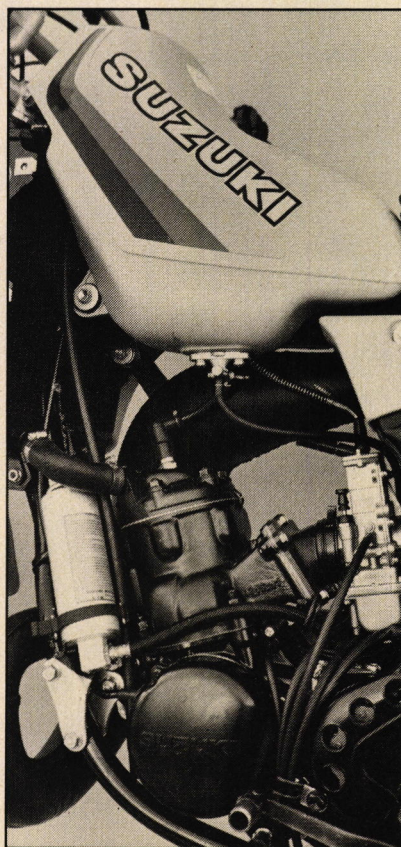
Final Drive: The X-model's 14-tooth countershaft sprocket

is unchanged, but the rear sprocket is reduced by one tooth to 49 teeth.

Suspension:

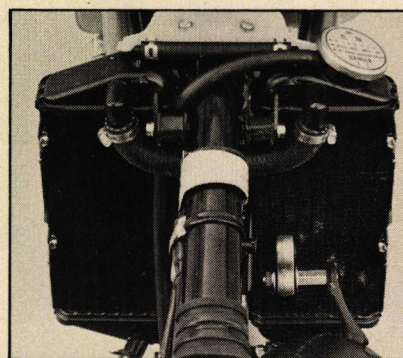
Front: Stanchion tube diameter is unchanged at 38mm, but wall thickness has been increased for greater rigidity. The aluminum sliders have been machined-down in non-stressed areas to reduce weight. Damping and spring rates are unchanged.

Rear: The Kayaba shock in Suzuki's Full Floater suspension system still sits vertically in the center of the frame, with its lower mount connected directly to the swingarm. The upper end of the shock connects to the swingarm through a cast aluminum rocker and two vertical struts that produce a rising rate of springing and damping. The shock's compression damping has been upped 25 percent while rebound damping is unchanged. And while the shock's spring rate is unchanged, its free



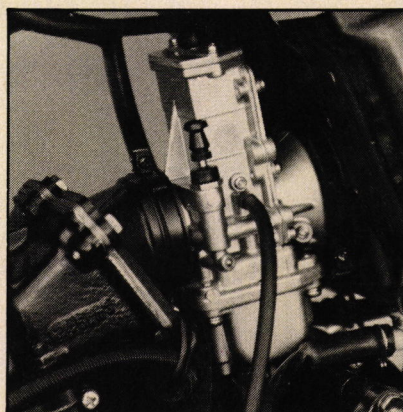
Suzuki adds water

To its lightweight recipe.



Twin Radiators with a single purpose

Keeping cool in hot competition.



A flat-slide Mikuni

Feeding a short-stroke motor.

length goes from 285mm to 290mm and preload increases by 2mm.

Wheels:

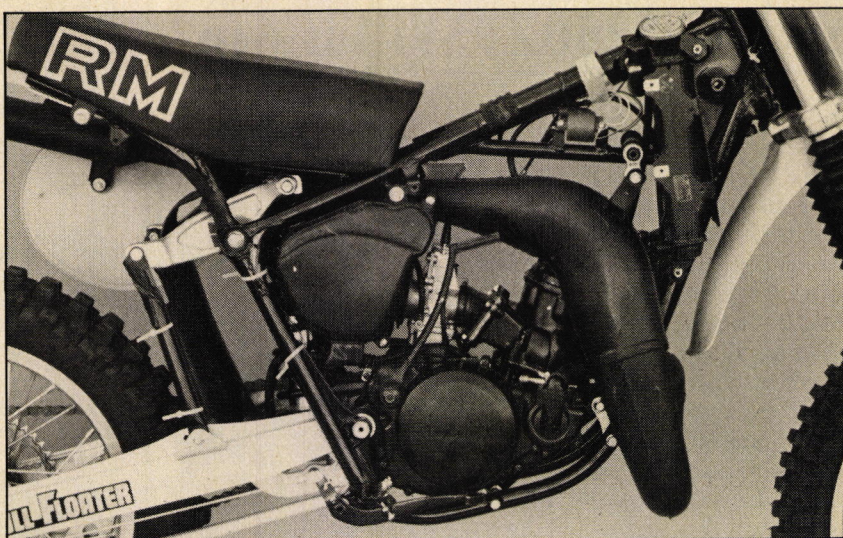
Straight-pull spokes lace Takasago rims to a 150mm front hub and a 130mm rear hub as they did in 1981. Both single-leading shoe brakes are also unchanged. Our test bike came with a 300x21 Dunlop K490 replacing last year's K390 on the front, while the rear keeps its Dunlop 510x18 K390M. Some RMs, however, will come equipped with Bridgestones.

Frame:

The chromoly frame is basically unchanged. Its rake has been reduced fractionally, from last year's 29.5 degrees to 29.3 degrees, but the trail remains at 122mm. This year, the single front downtube divides into two smaller tubes in order to accommodate the pipe from the motor's centrally located exhaust port.

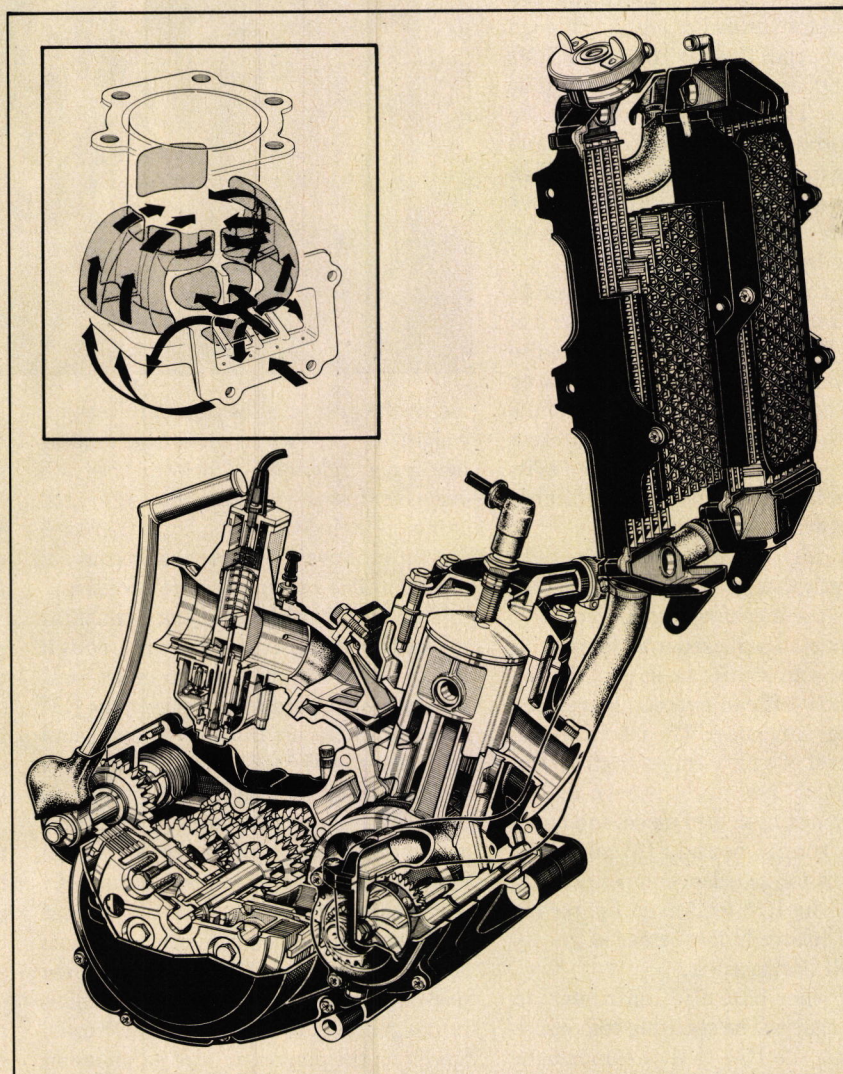
Details:

All of the RM's plastic parts have been changed. The fuel tank was redesigned to clear the dual radiators, but still holds 8.5 liters. Both fenders are more flexible, and a new square front number plate meets AMA specifications. The airbox uses a redesigned drain system, and the outer layers of its dual-stage elements are made of coarser material than last year's. Controls have also received attention, with the shift lever tip now folding and the new throttle assembly routing its cable in-line with the handlebar. Levers use two-piece clamps and the underside of the new dogleg blades are hollowed-out to reduce weight. Weight is also saved by using an all-rubber mount for the small ignition black box. And this year's seat cover and base have been redesigned to resist the tearing that was common on the X-model.



An all-new engine gives Suzuki Z fastest 250cc motocrosser yet

And it's still RMed with one of the best rear suspensions in the business.



The RM's liquid flows from left to right through two radiators and a pump

While its gases go from bottom to top through a full reed and six transfers.

Suzuki RM250Z: Will it win?

• The RM250Z has a case of role confusion. It thinks it's a 125. Unlike most personal identity problems, however, the RM's confusion works to its advantage, forming a highly competitive—but different—250-class personality.

The RM's 125-likeness comes primarily from the engine. Like a 125, the power comes on hard and fast at high rpm, and when it hits, there is never a shortage. In fact, the RM churns out enough knuckle-whitening power to shame any production 250 that has set knobs on American dirt. The RM's muscle is formidable, and the sudden delivery of that power marks a turn-around in Suzuki MX philosophy that requires a corresponding change in riding philosophy. Instead of lugging through turns at any rpm the way the earlier RMs could be ridden, the Z-model wants to be ridden hard. The rider is expected to devote his concentration to shifting perfectly and feathering the clutch just right. And when he does, he is rewarded with lap times much faster than would be possible on other, less demanding machines.

Even if the rider doesn't ride the RM with textbook perfection, it isn't the end of the race. When it falls off the pipe, the Suzuki still puts out enough torque to keep things moving while it waits for a fan of the clutch. But the RM must be ridden like a small-bore screamer, at the upper end of its rpm curve if the full advantage of its incredible power is to be put to use.

And the high-rev power isn't the only characteristic that gives the Z its 125 blood. Another is the machine's maneuverability. The RM begs to be flicked from line to line, and airborne acrobatics are so easy that an urge to show-off can overcome even the most conservative rider. The machine's impressive level of agility comes from several factors. At 217 pounds, it is even lighter than last year's air-cooled model and hangs right over the 216-pound FIM minimum weight limit for 250-class competition. On the track, the RM feels even lighter because of a relatively low center of gravity and overall compactness.

A short wheelbase also contributes to the RM's agility. The resulting responsiveness enables the RM to slice through the inside line of a turn in a way that few 250s can. But on slick or hard-packed turns, the front wheel can wash-out with little warn-



ing, so the rider must be careful to keep his weight forward while cornering. And as long-legged riders move forward, they will discover that the plastic radiator guards catch on their MX pants. But otherwise, any move forward feels normal because of a comfortable peg/bar/seat relationship.

That relationship feels just as natural when the tight turns become rough straights and the rider has to move back. Because of the hard-hitting power, the RM communicates an illusion of front-end lightness—the 47.5/52.5 percent front/rear weight distribution is actually typical of today's MXers—so again the rider must take care with his weight placement, even when flying in a straight line over the gnarlies.

But the rider won't have to worry about those gnarlies pitching him over the bars if he's too far forward. The Full Floater rear suspension will soak up almost anything. In designing its rising-rate system, Suzuki has hit on the progression curve that seems to be more versatile than anything else on the market. The initial inches of travel are soft but not mushy. And as the rear end

compresses, the Floater becomes gradually firmer, enabling the RM to chew up monstrous whoops as easily as it absorbs light braking stutters. And the four-way-adjustable damping of the Kayaba shock remains fresh long after the average rider fades.

At the other end of the Suzook, the fork performs well but doesn't match the performance of the rear. Although its action is smooth, the fork feels slightly stiff. At 10.3 inches of travel, the RM is giving away an inch or more to the competition and on the track, it's noticeable.

But that still doesn't detract much from the Suzuki's overall potency. One-two-fives have proven the effectiveness of the high-rpm, light-weight MX formula long ago through their ability to turn lap times that are comparable to more powerful machines. The RM250Z uses that same formula, but with the added benefit of power, and lots of it. And although that combination makes the Suzuki more demanding of its rider, it's a combination that wins.

—Ron Lawson

New Suzuki Light: Everything You Always Wanted In A Bike—And Less

• At 217 pounds, the RM250Z weighs two pounds less than last year's RM250X—an impressive statistic considering that an entire liquid-cooling system (radiator and cap, hoses, mounting hardware, water-pump impeller and drive gears, plus almost two pounds of coolant) has been added to what already was one of the lightest 250cc motocrossers.

Suzuki had to be almost fanatical in its quest for an ultra-light 250, however, since there were no places left on the RM where a lot of weight could have been lopped off in one fell swoop. Nor were exotic metals considered, since they would have made the bike prohibitively expensive. So the engineers just had to trim away seemingly insignificant amounts of material any-

where they could, often shaving off only a few grams.

But grams add up to ounces, and ounces add up to pounds. And since that bit-by-bit method was the only reasonable solution, every piece on the motorcycle had to be considered a candidate for weight reduction, regardless of how trivial. The non-stressed areas of many engine internals were relieved, their wall thicknesses reduced and their edges undercut. Not much weight was shed in any one area, but overall, the liquid-cooled motor ended up no heavier than its air-cooled predecessor.

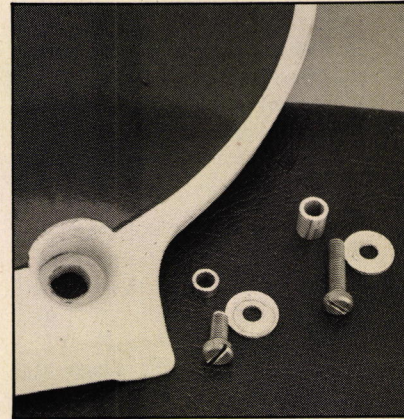
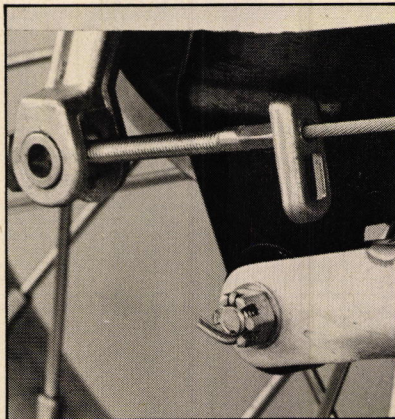
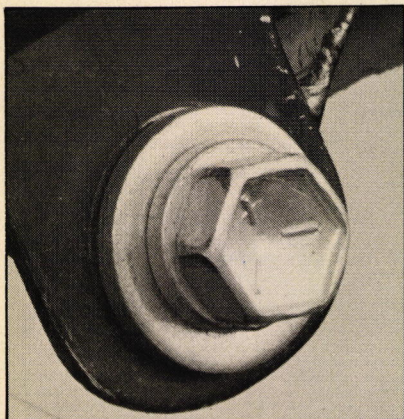
There is much more evidence of the RM's crash-diet visible on the chassis. The fork sliders have been machined to have

thinner walls except around the axle- and brake-locating lugs; the undersides of the handlebar control-levers are hollowed-out, and their brackets are little more than hollow shells; various non-critical bolts use dished-out hex heads; the number-plate mounting hardware is frail and awkward to use but a few grams lighter than the usual screws; and even the little metal tab on the rear brake wire that prevents the cable from rotating while the brake is being adjusted has had all excess material stamped from its middle.

All of this may seem like so much overkill, but Suzuki's experience with its factory race bikes has proven that such drastic measures are mandatory if minimum weight is to be the objective. Production models will cost more due to the additional steps required to manufacture the lightened components, and the long-term reliability of some pieces will be compromised as a result of being pared to the bone.

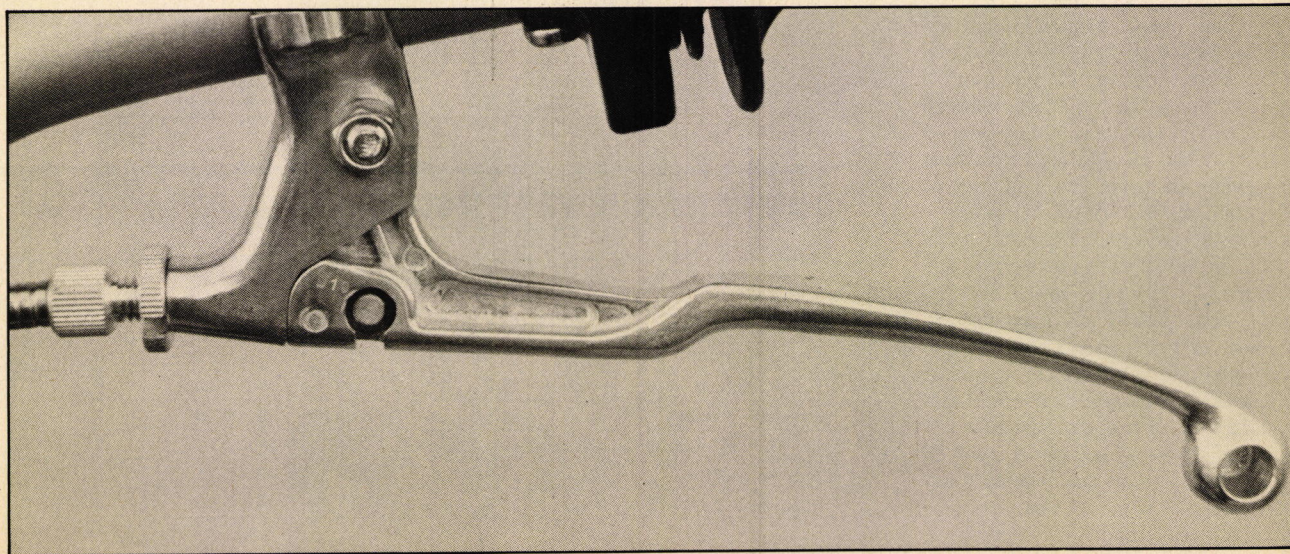
But that's the going rate for ultra-light works-bike replicas: You pay a lot more to get a little less.

—Paul Dean



A few examples of what seems like insignificantly lighter RM250Z hardware

Grams are like calories: Cut down on a few here and there and the pounds will eventually melt away.



Continued

Ride Review

• I'm fully prepared to tell you that the RM250Z is the fastest, best-handling, most forgiving and least physically demanding 250 I've ever ridden. But I'm not fully prepared in all cases to tell you *why*. Because design-wise, this bike goes against just about everything I've been led to believe about how the ideal 250cc motocrosser ought to be designed.

For instance, the RMZ has an oversquare bore-stroke arrangement, although we've all been lectured (and mostly by Suzuki) for the past few years on the improved port time/area relationship offered by undersquare designs. Supposedly, that was to give us lower-revving motors with broader powerbands for more-tractable power delivery, but the Z-model is a comparatively peaky and explosive high-revver. And the chassis is pretty short-coupled, whereas we seemed to have been right in the midst of a trend toward long wheelbases. So in terms of specifications, the RM seems more like a liquid-cooled version of a middle-Sixties 250 MXer than a leading-edge representative of the early Eighties.

I'm not complaining, mind you; any bike that can instantly make me a better rider the way this one can is all right with me. I just wish I didn't have to be so evasive every time someone asks me why.

—Paul Dean

• I really didn't want to ride the RM250Z. As I stared at its tempting form I kept thinking about a haunting message I'd once read that said, "The best part of ownership is dreaming about it." It's true too, because that way you don't have to suffer the harsh realities of disappointment. It's also possible, as I realized while staring at the new RM, that in dreams you can start to imagine things to be far better than they really are.

The RM promised so much from its liquid-cooled motor and Floater suspension, and the more I looked at it, the more it seemed to offer. By the time I was ready to throw a leg over the bike, I'd convinced myself that this Suzuki could perform nothing short of magic. It already looked trickier than the factory bikes and in my mind's eye it was even trickier still.

I thought about the haunting message and didn't want to mount up and have my dream dashed by disappointing reality. So imagine my surprise when I took my first lap. The bike didn't disappoint me at all. It was just as good as my dreams had predicted. It went fast and handled well, it turned and stopped whenever I asked. In fact, the only dream that the RM destroyed was the one I had about my own ability. It's better than I will ever be.

—David Dewhurst

Suzuki RM250Z



SPECIFICATIONS:

IMPORTER: U.S. Suzuki Motor Corporation
3251 East Imperial Highway
Brea, California 92621

CATEGORY: motocross

SUGGESTED RETAIL PRICE: \$2099

ENGINE

Type liquid-cooled two-stroke vertical single
Port arrangement one reed-valve-controlled intake,
six transfers, one exhaust
Bore and stroke 70.0mm x 64.0mm
Displacement 246.3cc
Compression ratio (corrected) 8.4:1
Carburetion one 38mm Mikuni rectangular-slide/needle
Air filter twin dual-stage, washable oiled foam elements
Lubrication pre-mixed fuel and oil
Starting system primary kick
Ignition internal-rotor magneto CDI
Charging system none

DRIVETRAIN

Primary drive straight-cut gears; 2.727:1 ratio
Clutch wet, multi-plate
Final drive *520 chain (5/8-in. pitch, 1/4-in. width);
3.500:1 (49/14) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.077	19.825	3.9
II	1.688	16.108	4.8
III	1.353	12.914	6.0
IV	1.105	10.550	7.3
V	0.955	9.112	8.5

SUSPENSION/WHEEL TRAVEL

Front air-spring, 38mm stanchion tube diameter/
10.3 in. (262mm)

Rear Full Floater, 4-way adjustable rebound damping,
25mm spring preload adjustment/11.0 in. (279mm)

BRAKES

Front drum, single-leading shoe
Rear drum, single-leading shoe, straight-pull cable-operated

TIRES

Front 3.00 x 21 Dunlop Sports K490
Rear 5.10 x 18 Dunlop Sports K390

DIMENSIONS AND CAPACITIES

Weight 217 lbs. (98kg)
Weight distribution 47.5% front, 52.5% rear
Wheelbase 57.5 to 58.3 in. (1460 to 1481mm)
Seat height 38.0 in. (965mm)
Handlebar width 32.0 in. (813mm)
Footpeg height 16.3 in. (414mm)
Ground clearance 14.0 in. (356mm), at engine cradle
Steering head angle 29.3 degrees from vertical
Front wheel trail 4.80 in. (122mm)
Frame tubular chromoly steel, double front downtubes
Fuel tank plastic, 2.2 gal. (8.5l), no reserve
Instrumentation none

PERFORMANCE

Top speed (calculated) 72 mph (116 kph)

WARRANTY: none

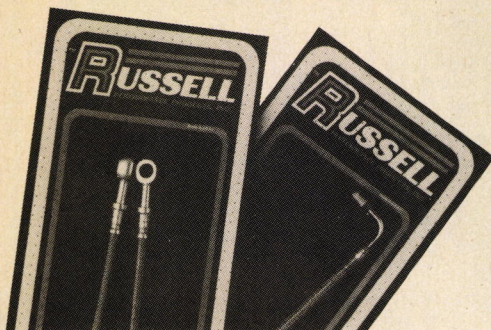
AVAILABLE COLOR: yellow only

All weights and measurements are taken with machine unladen
and fuel tank empty

COMPARATIVE TEST DATA:

Make & Model	Horse- power	Wheel Travel Front/Rear, in.	Weight (fuel tank empty), lb.	Weight bias Front/Rear percent	Transmission, number of speeds
Suzuki RM250Z	NA	10.3/11.0	217	47.5/52.5	5
Suzuki RM250X	NA	10.5/11.3	219	47.0/53.0	5
Kawasaki KX250A6	26.8	11.3/11.2	230	46.5/53.5	5
Honda CR250R-80	27.5	11.6/11.7	222	47.0/53.0	5
Yamaha YZ250G	27.5	11.6/11.7	217	46.5/53.5	6
Husqvarna 250CR-79	24.3	11.8/11.8	227	44.5/55.5	6

THE LEAK ELIMINATORS!

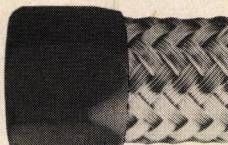


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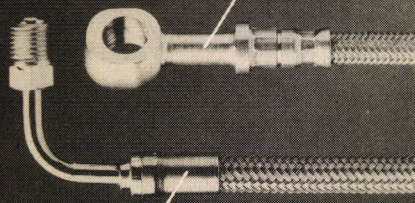
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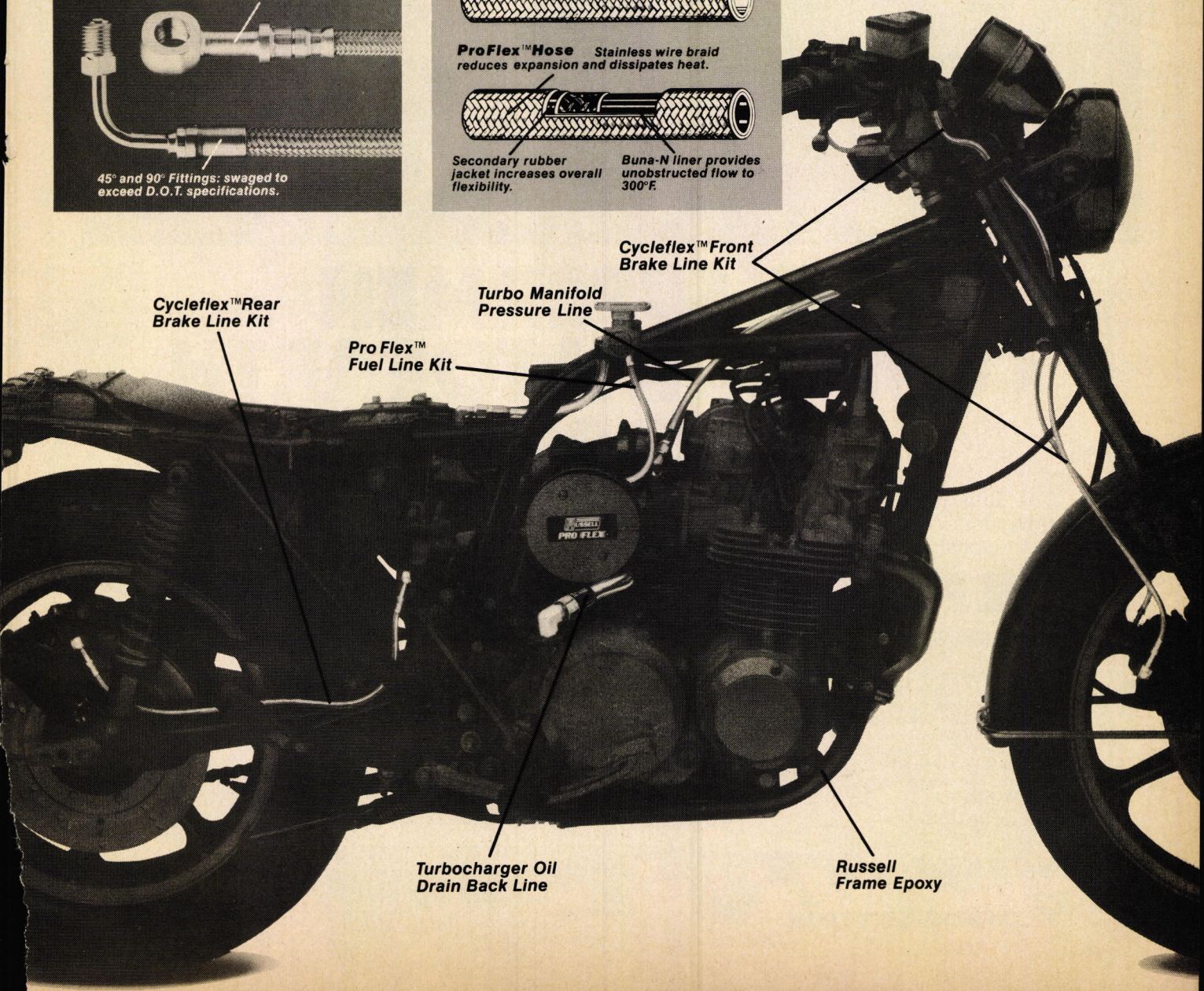
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Russell Frame Epoxy





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THE PROMISE OF POWER:

Kawasaki 750 Turbo

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it really wants.*



BY DAVID DEWHURST

Kawasaki's prototype 750 Turbo stands as a monument to that company's understanding of what makes American motorcyclists tick. When the glistening silver Kawasaki turbobike was unveiled at the recent Tokyo show, there was no doubt about the real reason for its existence. Because, unlike other major motorcycle manufacturers, Kawasaki isn't making any questionable claims about improved fuel economy or a more socially responsible approach to motorcycle design. No. If you ask anyone at Kawasaki why they built a turbo you'll get a unanimous, enthusiastic reply: "Horsepower."

Big Green has been using the more-is-better approach to power output since its earliest two-stroke triples, through the Z-1

and most recently with its GPz1100. Those bikes weren't primarily praised as paradigms of good handling, nor were they frequently touted for breaking new ground in advanced engineering, but they had enough raw horsepower to attract a steady stream of eager buyers. So, when turbocharging became the New Wave of motorcycle engineering, Kawasaki didn't have to think twice about how it would adapt to the pressure. Mr. Takahiko Aoyama, Senior Manager of Motorcycle Engineering at Kawasaki, answered the question instantly: "Horsepower comes first. We want *the* fastest motorcycle."

With such a single-minded approach it's only surprising that Kawasaki didn't simply boost up the already awesome GPz1100.

But even Kawasaki's engineers knew that a turbo Eleven would have been pure engineering excess. They calculated that a 110-bhp design ceiling would be sufficient for all but the power-crazed while still being manageable on the street, and that such levels of output were attainable with a pressurized 750.

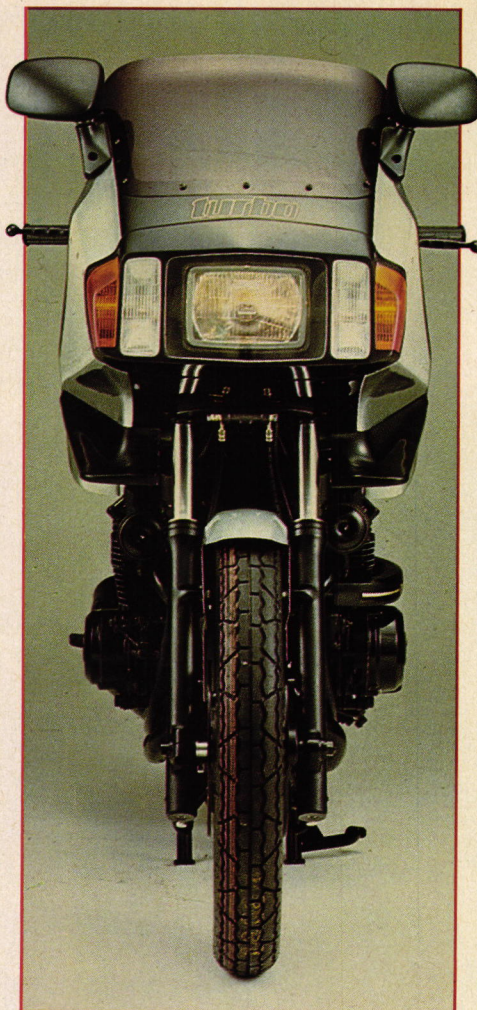
Kawasaki's Turbo is based on the standard KZ750, but retains little more than the 750's 66.0mm x 54.0mm bore-and-stroke dimensions and the external cases of the stocker's motor. Internally, sweeping changes have been made, and with almost a year left before this prototype turns into production reality, there are even more changes to come.

For example, compression ratios of be-

tween 7.5:1 and 8.0:1 for the Turbo are still being evaluated, and even the type of piston has not yet been finalized. Regular cast pistons are being considered, but if they fail to withstand the higher cylinder pressures and temperatures inside the Turbo motor, more-expensive forged pistons will be used.

Two years of development work *have* allowed Kawasaki to finalize its plans for a milder-than-standard camshaft opening stock-sized valves, though. There is also a stronger crankshaft with bearings hefty enough to take the Turbo's extra load. And to insure that the extra power gets back to the road, Kawasaki has designed a stronger clutch and larger gears with more widely spaced ratios.

Surprisingly, the one major item on Kawasaki's Turbo that's still most in question is the turbocharger itself. The bike shown in Tokyo in December used a TC03 Mitsubishi turbo with a 39mm turbine and compressor. While this small unit reportedly has performed well in testing, its high cost could force Kawasaki into using a larger turbo from Hitachi that has a 47mm turbine and a 50mm compressor. Surprisingly enough, Aoyama claims that size notwithstanding, test results have been quite similar between the two turbochargers. And while the Hitachi turbo is not as well suited to lower-speed efficiency, its ability to pump a greater volume of air



could ultimately help Kawasaki attain its 110-horsepower goal.

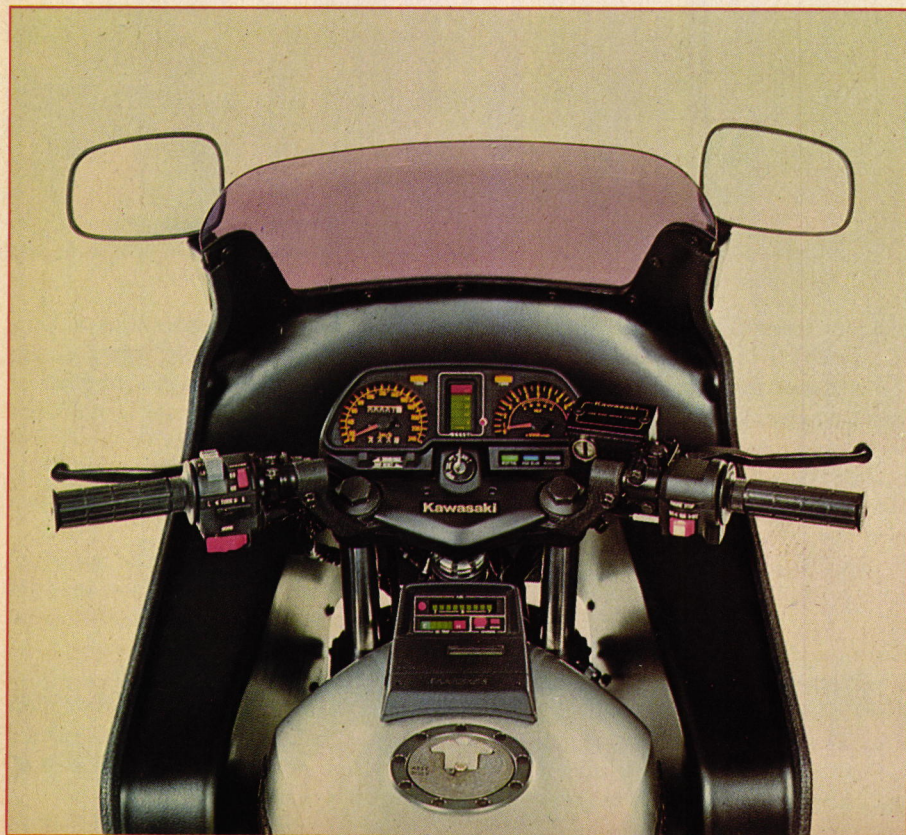
Whichever turbo is finally chosen, though, Kawasaki won't be changing its prominent location or the routing of its exhaust and inlet system. The turbo will stay out in front of the motor, where it not only gets a healthy blast of cooling air on its superheated body, but the exhaust and inlet plumbing can be kept to a minimum. Aoyama claims that a short inlet and exhaust are critical to the success of the Kawasaki Turbo because the shorter system helps reduce turbo lag. The final configuration uses four short exhaust pipes which wind like uncoiled rope into a small collector box ahead of the turbocharger. Because the exhaust gas has such a short passage before hitting the turbine blades, Kawasaki claims the turbo reacts more quickly to the throttle than any long-pipe system it has tried. Short pipes also lose less of the exhaust gas's precious heat to the atmosphere, insuring that the maximum amount of energy is left to spin the turbine.

To allow ample room for a large two-piece airbox under the seat, Kawasaki's Turbo draws air from an unusual air-filter location behind the final-drive cover on the left side of the motor. Compressed air is then fed to the front portion of the airbox through a short inlet pipe that hugs the left side of the cylinder on its route from the front to the rear of the engine. And when turbo lag leaves the engine with less air than the turbine can provide, a large reed valve between the two halves of the airbox opens, allowing unpressurized air to feed the motor directly from the air filter.

Kawasaki claims that this reed-valve system, much like that used by Yamaha, all but eliminates turbo lag. However, sudden changes from pressurized to normally aspirated induction call for an elaborate fuel-metering device. Kawasaki found the answer to that problem during the two years it took to develop its Digital Fuel Injection (DFI) system.

Unlike the L-Jetronic system used on last year's GPz1100, the DFI system used on the Turbo and on the '82 GPz, dispenses with the large air-flow meter in the inlet that slowed the system's reaction time. And rather than measuring just air flow and engine speed like last year's analog system, the DFI injectors receive information about throttle position, engine speed and boost pressure, with fine tuning for atmospheric temperature and pressure as well as engine temperature.

All this electronic information is fed from six sensors to a location at the rear of the seat from where the DFI computer commands the timing and duration of the



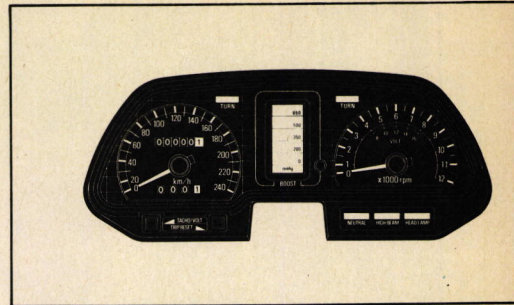
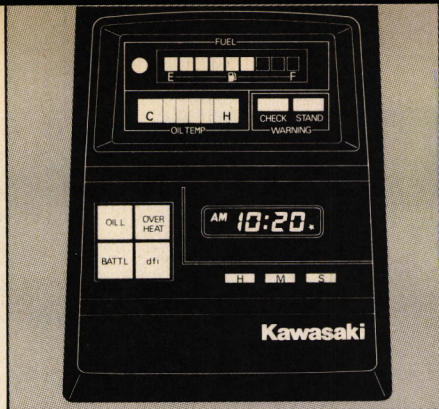
injected fuel. And to insure that the fuel is not vapor-locked because of excessive heat, Kawasaki has moved its injectors further from the head than on last year's GPz1100. In their new location, insulated by rubber intake tubes, the injectors run 50 degrees Centigrade cooler. This means they not only reduce vapor-locking, but they also extend the life of the injectors.

The entire injection system is continually checked by the computer, and in the event of a system failure a tank-top warning light will flash. Unlike Honda's Turbo computer, however, the Kawasaki system cannot diagnose specific problem parts. Only a qualified Kawasaki mechanic will be able to do that.

A warning light might also go on if various other problems arise on the motorcycle. One of a block of four indicators will flash if either the DFI system, battery level, oil level or engine temperature varies beyond set operating limits. On the same tank-top panel you will also find an LCD fuel gauge, oil temperature gauge and an LCD clock.

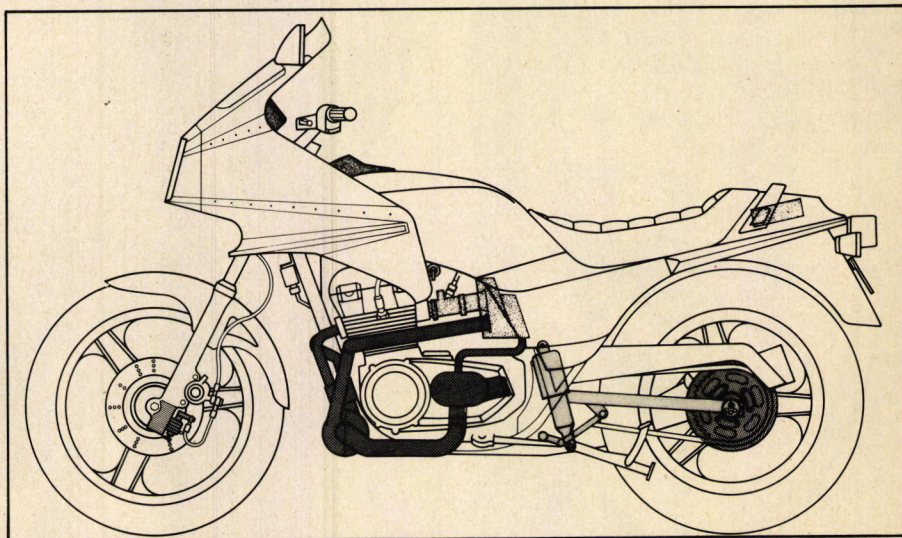
In a more conventional position above the headlight shell Kawasaki uses the electronically driven tachometer and speedometer it introduced last year. But additional information can be gained by pressing a small button to convert the tachometer into a voltmeter. And one final piece of information comes from the centrally lo-

Continued



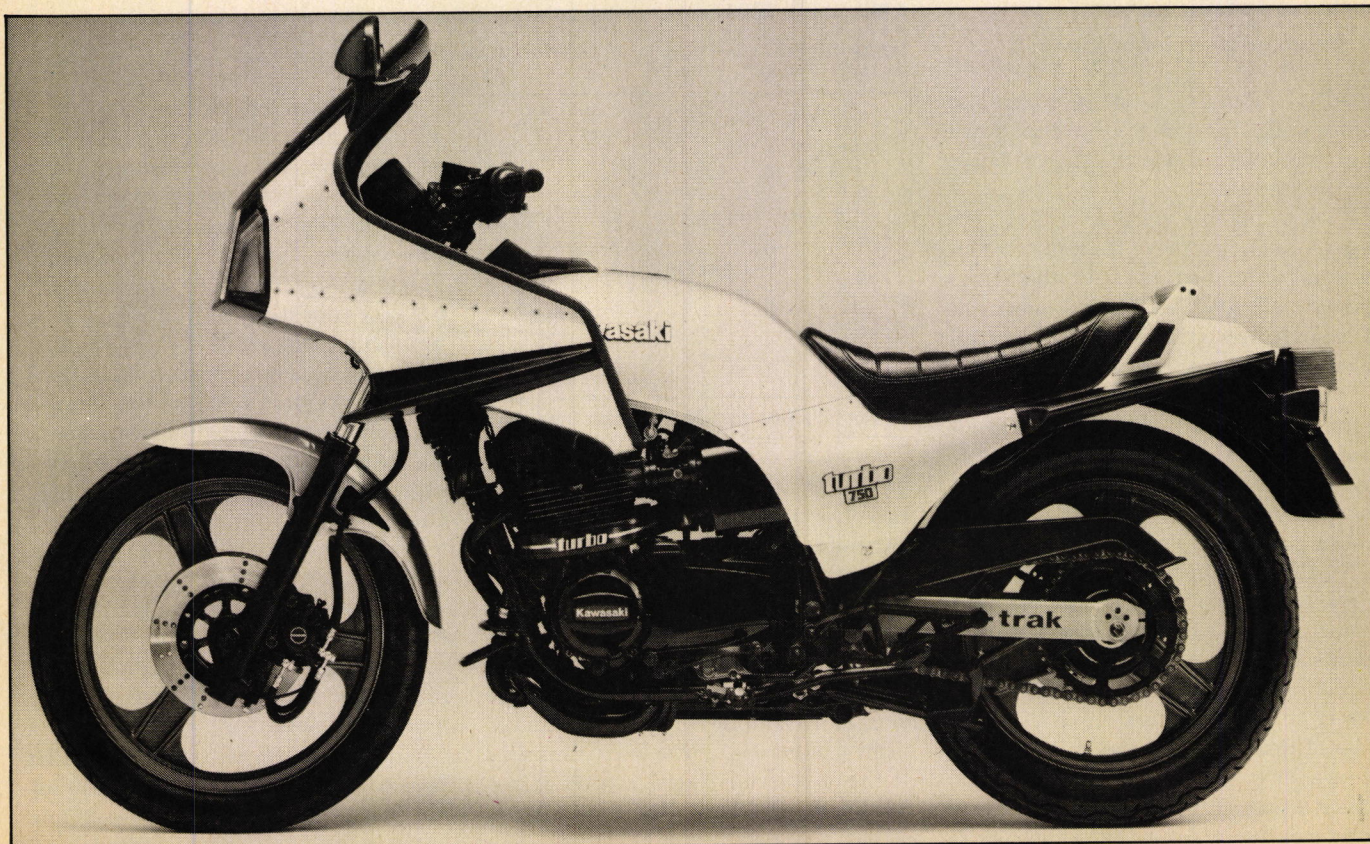
LCD tank-top display tells everything but the price of a production Turbo

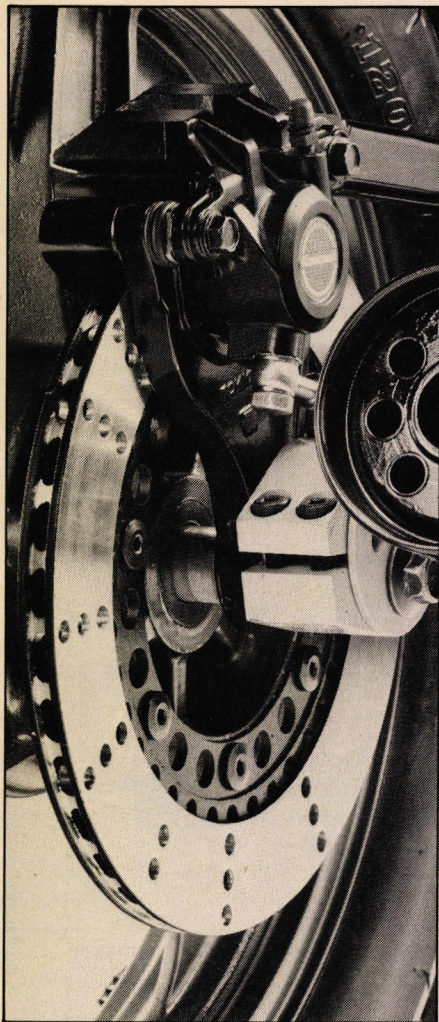
All-electronic gauges give road and engine speed, voltage and turbo boost.



Schematic of Kawasaki's future production Turbo shows the pressurized plumbing

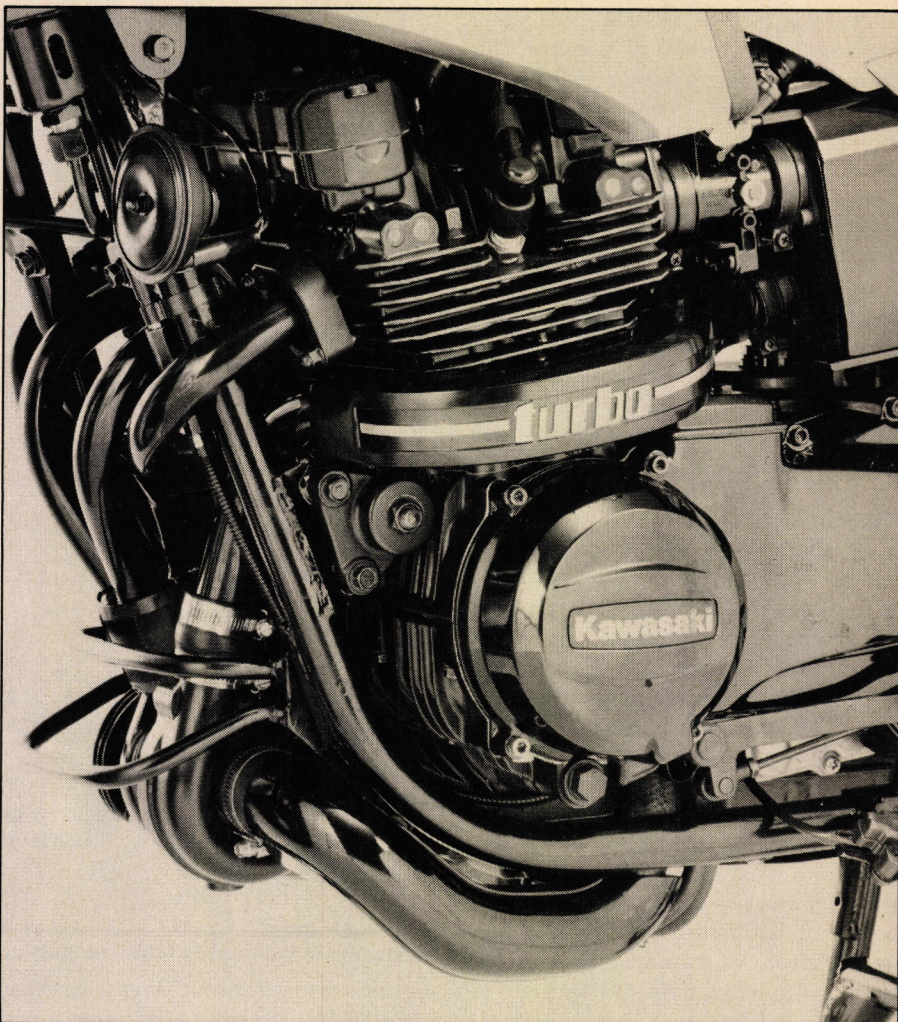
Air filter behind the left engine case feeds the turbo and a second airbox.





Ventilated disc rear stopper

A breath of air in a hot situation.



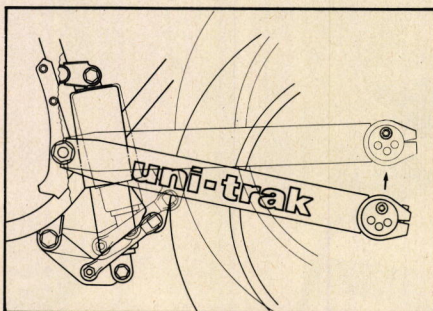
A Mitsubishi TC03 turbo nestles between the frame tubes ahead of the motor

The production version might use an Hitachi turbo, but its location will not change.

cated LCD turbo-boost gauge, which also informs the DFI computer to shut down the injectors whenever the 12.6-psi boost limit is reached.

With so much electronic activity, it's easy to overlook some of the more obvious external differences between the Turbo and a standard KZ750. The most noticeable of these changes is the use of a fairing, a feature that has become something of a Turbo-industry standard. Kawasaki's windcutter, like its tank and sidepanels, is made from brushed aluminum. Brushed alloy also caps off a rear-mounted single seat that allows the rider to lean forward over the long gas tank.

No decision has yet been made on whether the production bike will retain the prototype's solo seat or adopt a more conventional dual seat. Chassis configuration, on the other hand, is already finalized. A new chassis retains the stock KZ's 27 degrees of rake and 4.2 inches of trail while using a street version of Kawasaki's Uni-Trak rear suspension. A straight aluminum swingarm—50mm longer than the KZ750



Kawasaki's pumped about a Uni-Trak shock

Pressurized air for a street design.

item—has an eccentric chain adjuster at its rear end and is controlled by a spring-and-air shock with external rebound damping adjustments. Much like Honda's Pro-Link, Kawasaki's street Uni-Trak (also used on the new GPz550) has its short steel links beneath the swingarm to provide room for a large airbox under the seat. Aluminum might replace steel as the linkage material on the production Turbo, but the rising-rate geometry of the prototype will not change before production.

Front suspension, too, is ready for production, with an anti-dive unit designed to add stability under hard braking. An external thumb-wheel adjuster at the base of each fork slider alters preload on a blow-off valve in a system similar to that used by Yamaha. And for added adjustability, a balance tube allows air pressurization through a single valve.

Kawasaki's development of more sophisticated suspension and even the inclusion of a ventilated rear disc suggests that the Turbo is meant to be more than just a straight-line rocket in the Z-1 tradition. Big Green is obviously hoping to endow its latest rocket with qualities that will appeal to more than just the power-mad. But when you realize that the claimed dry weight of 496 pounds makes Kawasaki's turbobike lighter than most normally aspirated 750s, and that 110 bhp gives it as much peak horsepower as the hyperfast GPz1100, you begin to realize that the Kawasaki Turbo has to satisfy only one mission in life to be counted a success: It must be *the* fastest production motorcycle. ●

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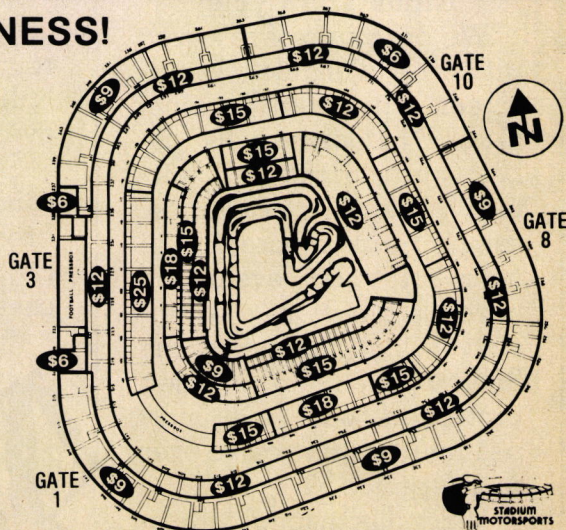
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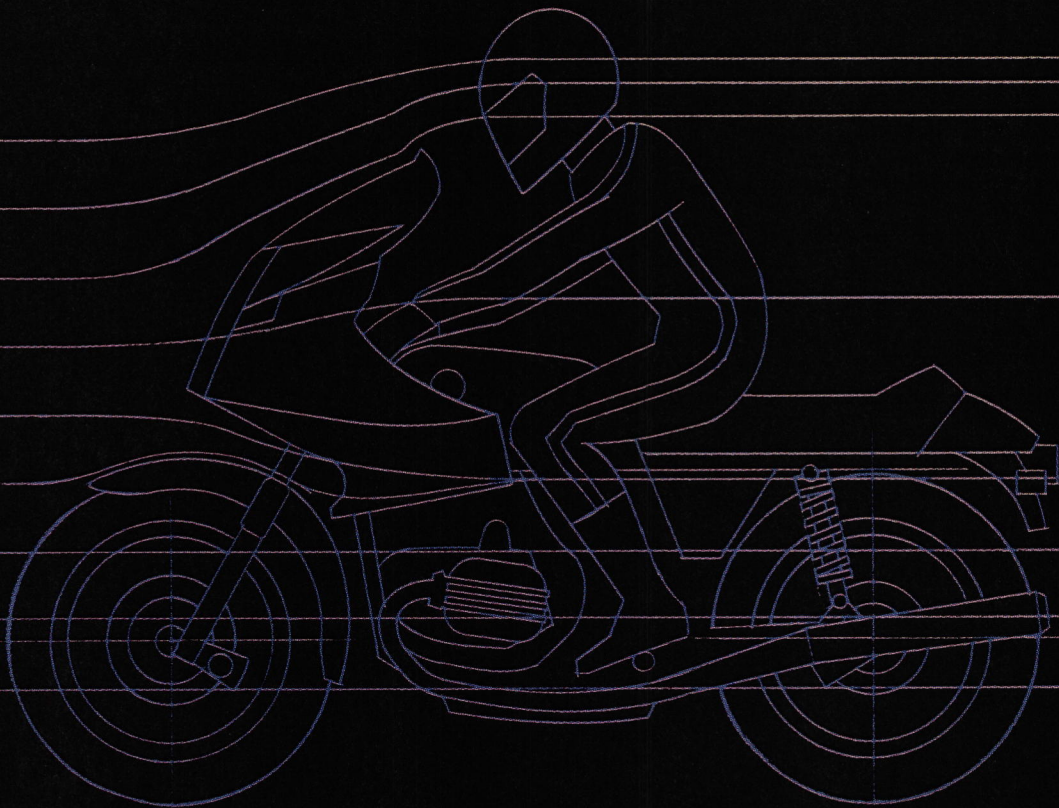
The logo for Jardine features a stylized, bold letter 'J' on the left, followed by the word 'ardine' in a lowercase, italicized, sans-serif font.

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Cycle Guide's

SPECIAL EDITION

FAIRINGS



Fairings are motorcycling's first line of defense against the elements. Whatever is out there—cold, heat, wind, raindrops, snowflakes, sandstorms, bee swarms—a fairing will get to it first and deflect at least part of it away from you. We all know that for touring a fairing has been as common a piece of gear as ants at a picnic. But what has happened with fairings in

Continued

recent years is that they can now be an important accessory for *any* rider. Whether you ride long distances on the Interstates, spend your weekends rat-racing through the mountains or roll up most of your two-wheel miles on a work-and-home daily putt, no matter what your motorcycling inclination, from straight upright to full-scraping tilt, there is a fairing for you, your style and your bike.

The first concern is, obviously, to pin down exactly what type of riding you do or rider you are, because that will determine what type of fairing you will want and need. Fairings can be arranged into three general categories, which we have done in this CYCLE GUIDE Buyer's Guide. Those groups are: handlebar-mounted, which attach directly to the bars and headlight shells, and are usually relatively small; transparent windscreens, which also attach to the bars; and frame-mounted fairings, usually the long-haul models that bolt directly to the bike's frame.

If you choose a handlebar-mount fairing, you are probably interested in some combination of light weight, reasonable price, minimal effect on your motorcycle's handling and, that ever-present concern, style. In the bar-mount category you will find the café, bikini fairings for the sporting crowd. You will also find a number of medium-sized touring-type fairings that will function admirably on longer trips or for weekday commutes.

Since these fairings mount to the bars, you will have to check your bars for fit. In some cases, there can be potential interference problems with mirrors, turn-signals, headlight size or shape, or random brackets. If you have previously installed non-standard bars, such as pullbacks or flat superbike-type bars, there can be additional fitting woes. Before you buy, check. Sometimes, if you're in love with a certain fairing, a minor fit problem can be solved with a little filing on fiberglass. But, if it requires a major redesign you might want to reconsider your choice. To minimize the effort involved, choose something that fits as closely as possible the first time.

Most of those recommendations also apply to transparent windscreens, which can be thought of as a type of handlebar-mount. Traditionally, windscreens were big, hulking, metal-and-plexiglass police-model clones that looked awful and turned yellow with age. That's changed. Now, windscreens are available in smaller models that are not much more than bug deflectors, up to large versions that offer nearly the protection of a full touring fairing. They offer a buyer three main advantages: light weight, a nearly unobstructed view

and low price. So, if your main interest is economical, efficient protection, say for commuting, windscreens are your basic value-for-dollar deal.

Most manufacturers of windscreens offer individual models to fit a wide variety of the most popular bikes. The bracketry tends to be straightforward and attachment will take no more than the halftime of a Saturday football game. Some of them fit snugly around the headlight, making it important to choose correctly for round- or square-shaped versions. Generally, windscreens tend to be good choices for commuting riders, but advances in design, materials and mounting have given us windscreens that not only work well but look good, too, so you can now ride to work in style.

In the frame-mount category, you will find the long-distance runners. They are designed for maximum protection, and are larger, heavier and much more expensive than most bar-mounts or windscreens. Because they attach directly to the frame, they do not turn with the handlebar. And besides the extra protection from the elements, frame-mount fairings can usually be fitted with nearly as many accessories as you would find on the dashboard of a luxury car: all types of sound systems, including AM/FM stereos with tape decks, CB radios, full instrumentation, air vents, cigarette lighters, adjustable headlight controls, glove compartments; these fairings can offer everything except power windows, and if you need *those*, you should be driving, not riding.

Since frame-mounts are usually intended for touring, you might have trouble finding one to fit a smaller motorcycle. However, practically all the big bikes can be fitted with a variety of frame-mounted fairings. You will also want to investigate fairing lowers, extensions which attach below the fairing to provide protection for your legs. And, proving you can purchase whatever you wish, there are also frame-mount fairings for sporting riders.

Because it can be heavy and place its weight over the front end, a frame-mount can significantly alter the way a motorcycle handles. A fairing can make the bike less responsive to steering, but it can also make going straight somewhat easier.

In buying any fairing, there are several considerations. The most common materials are plastics, most likely either fiberglass, ABS-type materials or rotationally molded polyethylene. Fiberglass is easier to repair or paint than the others, but it can also be heavier. Windscreens usually are made from some form of plexiglass or one of the newer products, like Lexan.

You will have to treat all clear plastics with care. Doing a wash job with paper towels can leave permanent scratches; the typical recommendation is to use warm, soapy water and to dry with a soft cloth, but check with each manufacturer to be sure.

Since a primary reason to have a fairing is protection, we'll offer a few tips. If at all possible, ride with a few fairings first before deciding. Airflow is the critical factor. Proper airflow over and around a fairing is a function of correct aerodynamics, and only recently has the subject become more than a design-by-eyeball proposition. Now, many manufacturers are conducting aerodynamic testing. It's a point to consider. On a good fairing, the air will flow up and over, leaving the rider relatively undisturbed. On less aerodynamic fairings, air can curl back over the edge and hit from behind in a constant buffeting that can be especially annoying on any extended ride. And fairings might not produce the same results when mounted on different bikes or when placed in front of riders of varying heights.

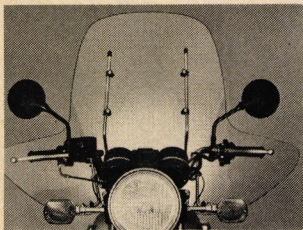
Height is also important for the windscreen section. On some fairings you can adjust the windscreen's height or angle. Generally, it's preferable to look over the windscreen section. But your second choice is to look through it. If the fairing's upper edge is right at eye-level, visibility can be a problem. You might not be able to see over or through it, but you instead could have a disorienting bifocal effect.

A fairing that's not properly mounted can cause other problems, too. It might shake, for instance. Or it can interfere with the handlebar. Worse yet, it can pick up vibrations from the engine and resonate all day long. None of these are very pleasant.

While there are certain things to look out for, you should have no trouble finding a fairing you like. Certainly, the industry manufactures enough designs to satisfy a wide range of tastes. First, decide exactly what you want and why you need it. Note carefully any particulars of your bike, such as frame and bar design, mirror placement, or headlight size and shape. Look at as many as possible, not just in showrooms but mounted on bikes, and ride with them if you can. See how they mount. Compare quality and prices. Ask around, talk to people who have used them. Since a fairing is such a visible part of a motorcycle, and since you will have to look at it every time you ride, style will also be important. Don't buy anything you don't like.

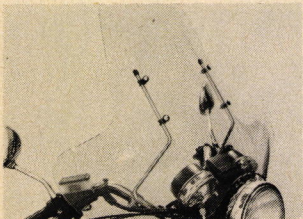
After that, trust your judgment. You know what you want and no one can decide that better than you. The only other helping hand you'll need is the CYCLE GUIDE Buyers' Guide that follows. ●

TRANSPARENT



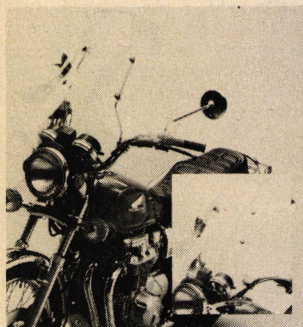
B & S Plastics of Florida, Inc.
P.O. Box 16212
Jacksonville, Florida 32216
(904) 268-6723

Invader B-5-S: \$80.75 to \$85.90
Acrylic sheet and chrome-plated hardware construction in clear or smoke-tinted versions. Designed to fit most large-bore motorcycles through using universal-type mounting hardware. All shields meet or exceed Z26.1 requirements.



B & S Plastics of Florida, Inc.
Cont'd
Invader B-12-S: \$108.95 to \$119.25

An acrylic plastic fairing available in either clear or tint similar to the Invader B-5-S, except the B-12-S has an extended bottom for added protection from weather and wind. Both units feature universal four-point mounting systems for added stability. To fit motorcycles with either round or rectangular headlights.

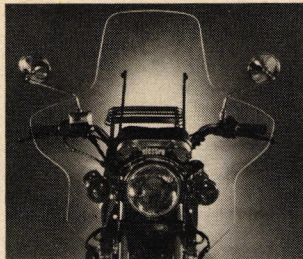


CMP Incorporated
200 South Cleveland Street
Cambridge, Minnesota 55008
(612) 689-4800

Encounter I: \$84.95
Fully transparent formed Lucite acrylic plastic shields in light-smoke tint or clear versions complete with integral 8-inch lowers for added wind deflection and body protection. A unique gasket seal around the headlight helps eliminate rain and drafts from entering. Model PP-00 fits all round headlight models except Honda CB900, CX500 Custom and Deluxe, and Yamaha XS850. Model PP-01 fits all rectangular headlight bikes.

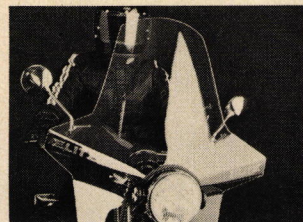
CMP Incorporated
Cont'd

Encounter II: \$74.95
Constructed of transparent Lucite acrylic plastic in either light-smoke tint or clear versions similar to Encounter I, but without integral lowers.



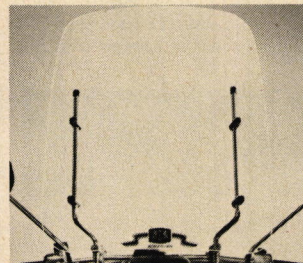
Electro, Inc.
P.O. Box 999
Memphis, Tennessee 38101
(901) 527-3864

Clearview: \$69.95 to \$87.95
Electro fairings are constructed of 3/16-inch DuPont acrylic and mounted with baked-on black-enameled hardware. The fairing is rubber-cushioned at all four mounting points and fits most motorcycles. The Clearview is aerodynamically designed for protection and minimal frontal area to increase stability and reduce wind drag. Comes with or without integrated lowers and with either a clear or tinted windscreens. For more information, ask for Alan Jones at Electro.



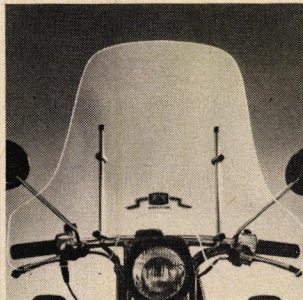
Elite USA
1252 East, 5375 South
South Ogden, Utah 84403
(801) 479-1207

Elite: \$109.95
Made of acrylic plastic, the new Elite fairing is aerodynamically designed to provide protection against weather and road debris. One model fits most motorcycles.

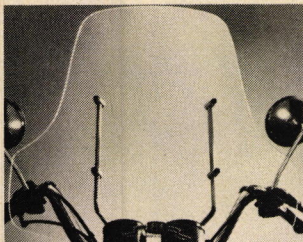


Arthur Fulmer
P.O. Box 177
Memphis, Tennessee 38101
(901) 525-5711
FulClear Sportshield: \$36.95
Thermo-formed from 1/8-inch cast acrylic sheets that were fabricated to prevent warpage or yellowing. Designed specifically

for small-displacement machines. Measures 16 inches wide by 19 inches high in clear or tinted versions. Cushioned completely with rubber to absorb road vibrations. Universal mounting chromed hardware included.



Arthur Fulmer
Cont'd
FulClear Moped: \$45.95
Similar in construction to the standard Sportshield but with added protection for hands and arms. Made of 1/8-inch cast acrylic sheet in clear or tinted versions, and designed for use on mopeds and small-displacement bikes. Complete with rubber-cushioned universal mounting hardware. Measures 18 inches in height by 23 inches at its widest point. Guaranteed for two years against defects in materials and workmanship.

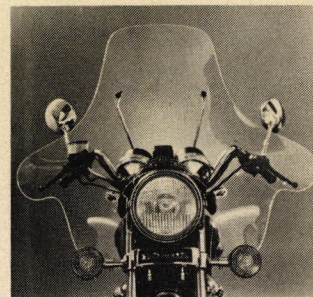


Arthur Fulmer
Cont'd
FulClear Sportster: \$45.95
The clear or tinted fairing is constructed of 1/8-inch thermo-formed, impact-resistant acrylic sheet. Designed for commuter bikes in the 100cc to 400cc range. Comes complete with rubber-cushioned, chrome-plated mounting hardware. Measures 22 inches by 25-1/2 inches at its widest. Guaranteed for two years against defects in materials and workmanship.



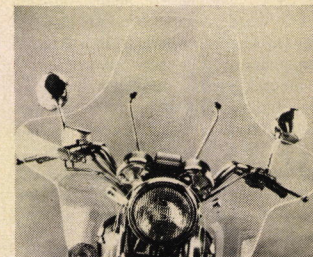
Arthur Fulmer
Cont'd
Standard FulClear: \$65.95
Thermo-formed from impact-resistant 3/16-inch cast acrylic sheets that are claimed not to warp or yellow. Available in clear or solar-bronze tint with either standard chrome-plated or matte-black

rubber-cushioned mounting hardware. Specify model of bike when ordering. Guaranteed for two years against defects in materials or workmanship.

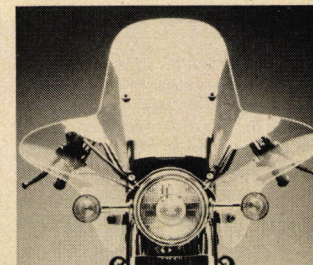


Arthur Fulmer
Cont'd
Custom FulClear with Lowers: \$84.95

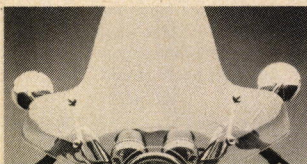
Provides added protection with integrated lowers. Made of 3/16-inch impact-resistant cast acrylic plastic in either clear or solar-bronze tint. Specially designed for Honda Customs, Suzuki L-series, Yamaha Specials and Kawasaki LTDs. Comes with fully rubber-cushioned mounting hardware in either standard chrome-plated or matte-black finish. Specify model when ordering. Guaranteed for two years against defects in materials and workmanship.



Arthur Fulmer
Cont'd
Standard FulClear with Lowers: \$84.95
Similar to the Custom in design and construction but intended for use on bikes with standard-type handlebar bends. Includes all of the features mentioned for the Custom including the two-year guarantee.



Yamaha Parts Distributors, Inc.
655 Katella Avenue
Cypress, California 90630
Maxi Cruiser: See dealer
Constructed of clear acrylic plastic with four-point rubber-isolated mounting system. Designed to fit Yamaha's XS Specials, Maxims and Viragos. See your Yamaha dealer.



American Honda Motor Co., Inc., P.O. Box 50
Gardena, California 90247
Hondaline CM250C Commuter:
See dealer

One-piece, clear, shatterproof polycarbonate plastic windscreen. Designed specifically for Honda's CM250C. Fully rubber-mounted to absorb vibration and insure long life. See your Honda dealer for details.



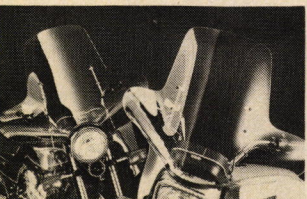
Hugon Fairing and Distributing Co.
27 Loring Road
Weston, Mississippi 02193
(617) 891-5294

Lexan GT: \$259.00 to \$279.00
 Constructed in France of 1/4-inch Lexan impact-resistant plastic. Hugon guarantees the material against breakage for one year. The smoke-finish windscreen weighs 14 pounds and features a six-point universal mounting system that can be switched from one bike to another with ease. Included in the mounting hardware is a trim bead for the outer edge and a rubber boot that fits around the headlight. Mounts to most motorcycles without adjusting turn-signal mounting positions. An upper-mounted deflective windscreen is optional.



Hugon Fairing and Distributing Co.
Cont'd
Hugon Sport: \$259.00 to \$279.00

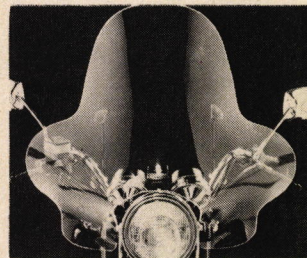
Styled like the Lexan GT, the Sport is cut lower at the sides and is intended for use on motorcycles with low-style café handlebars. The smoke-tint screen is guaranteed for one year and has the same six-point mounting system as the GT.



Jardine
7142 Belgrave Ave.
Garden Grove, California 92641

(714) 893-7594
Windscreen: \$104.95 to \$109.95

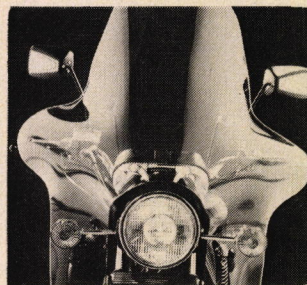
Molded from transparent Lucite in either a clear or a tinted version. Designed with both round and rectangular headlight configurations to fit almost every bike. Breakaway mounts are used to help protect rider from injury in case of a crash. Comes complete with one-year warranty.



National Cycle, Inc.
140 South Seventh Ave.
Maywood, Illinois 60153
(312) 343-0400

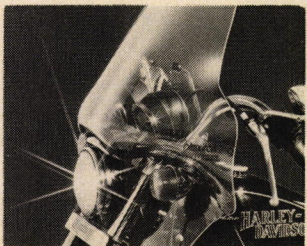
Plexstar: \$79.95 to \$85.95

Made of 3/16-inch Plexiglas in versions to fit either round or rectangular headlights. Unique ball-socket swivel joints allow for a truly universal mounting system that conforms to many applications. The design includes a safety impact-release feature. Tinted version is \$85.95 including mounting hardware.



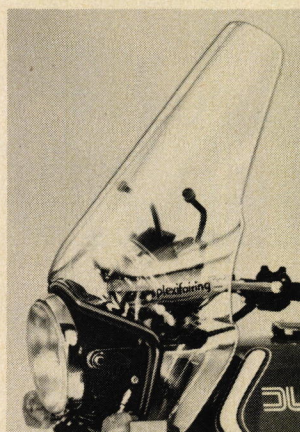
National Cycle, Inc.
Cont'd
Plexifairing II and Plexifairing CBX: \$109.95 to \$114.95

A 3/16-inch Plexiglas street/touring fairing with integral lowers for either round or rectangular headlights. A total of four versions: round and rectangular headlight in clear and tinted. Includes full ball-socket swivel-joint mounting hardware with flexible foam gasket to absorb vibration. The Plexifairing CBX is engineered specifically to mount without contacting the forged handlebar units. Available in clear only for \$109.95.



National Cycle, Inc.
Cont'd
Plexifairing H-D N851: \$109.95

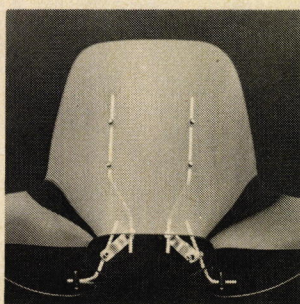
A custom-styled 3/16-inch Plexiglas shield designed for Harley-Davidson Sportsters '65 to present and Superglides '71 to present. An adjustable mounting system allows rigid four-point contact and easy removal. Mounts cleanly around stock bars and turnsignals. Available in clear only.



National Cycle, Inc.
Cont'd

Plexifairing Clubman: \$109.95

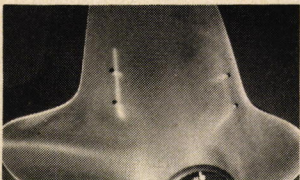
A 3/16-inch Plexiglas shield specially crafted for cycles with low, café-style bars. Its pared-down styling emphasizes sporty lines. Comes complete with universal-type mounting system that adapts to most any machine. Available in clear only.



Ocelot Engineering Products
895 West Mill Street
San Bernardino,
California 92410
(714) 884-0484

Windscreen: \$59.95 to \$69.95

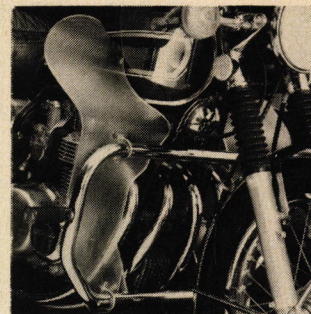
A 3/16-inch plastic shield available in clear or smoke tint and with or without snap-vents. Universal mounting system allows adaptation to many motorcycles.



Ocelot Engineering Products
Cont'd

Ocelot: \$99.95 to \$109.95

Manufactured from 3/16-inch plastic in either clear or smoke tint and in round- or rectangular-headlight versions. Comes complete with all necessary mounting hardware for adaptation to most machines.



Positive Shields

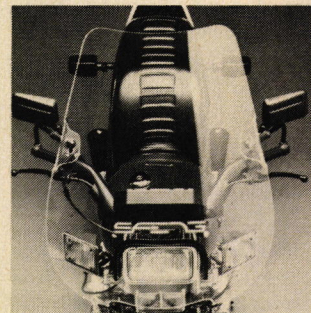
P.O. Box 176

Merrick, New York 11566

(516) 378-1145

Leg Shields: \$79.95

Quarter-inch-thick Plexiglas lower shields designed to deflect wind, rain, mud and insects from rider's legs. Dimensions are approximately 10 inches by 32 inches. Mounts to most full-size crashbars using 1-1/4-inch tubing.



Saeng Surface Aeronautics Engineering

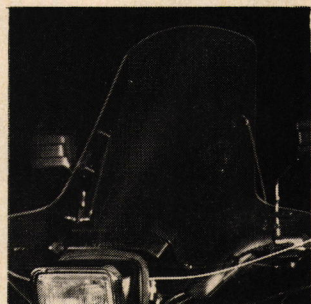
P.O. Box 1246

Columbus, Nebraska 69601

(402) 563-2464

Pilot: \$237.00

Constructed of 1/4-inch clear acrylic plastic. Design resulted from aerodynamic testing to provide largest possible "calm pocket" with minimum drag. Features integrated turnsignal/running lights that illuminate outer edges of fairing; safety-inspired mounting hardware designed to separate during a crash. Available in four air-tuned body heights to match shield to personal rider/machine requirements.



Silhouette Motorcycle Fairing System, Inc.

P.O. Box 1672

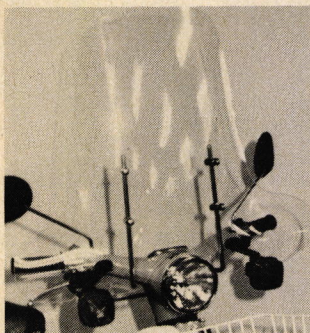
Martinsville, Indiana 46151

(317) 342-2300

Silhouette: \$109.95

The Silhouette mounts the fairing closer

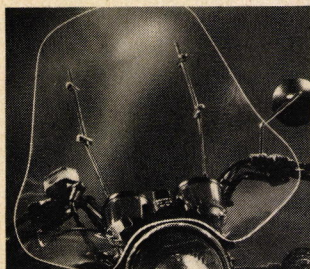
to the rider to provide a more draft-free environment. This system allows the unit to be removed or reinstalled in minutes. A flexible mounting gasket helps absorb vibration. Transparent plastic construction includes integral lower deflecting portions. Various models available to fit every road machine.



Slip Streamer, Inc.
9835 West 69th Street
Eden Prairie, Minnesota 55344
(612) 941-9000

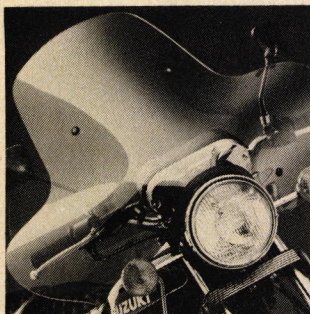
Passport CF-70: \$44.95

A distortion-free clear transparent acrylic shield designed for Honda's Passport. Shield is supplied complete with chromed steel hardware and is adjustable for height.



Slip Streamer, Inc.
Cont'd
Sport Shield S-08: \$44.95 to \$49.95

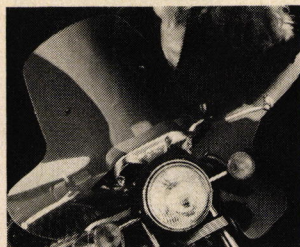
A universal-fit acrylic plastic shield designed to fit most street and touring motorcycles. For the rider who wants more than a windshield but less than a full fairing. Available in clear or light-smoke tint; complete with all necessary mounting hardware.



Slip Streamer, Inc.
Cont'd
Slipstreamer III S-03: \$79.95 to \$84.95

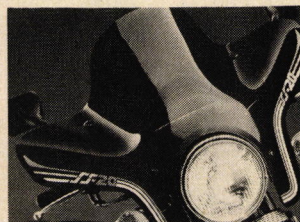
A redesigned clear acrylic version of the old Slipstreamer II with sculpted styling

and a contour fit around the headlight. Standard features include a trim piece around the headlight and four-point mounting. For round headlight motorcycles only, in clear or light-smoke tint.



Slip Streamer, Inc.
Cont'd
Enterprise S-00 and S-01: \$89.95 to \$99.95

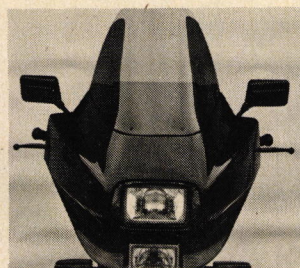
An acrylic fairing for either round (S-00) or rectangular (S-01) headlights with integral lowers to give added protection. Cushioned seal around headlight cuts noise and adverse airflow. Available in clear Lucite or the company's smoke-tinted version. Features four-point chromed mounting hardware.



Slip Streamer, Inc.
Cont'd
Slipstreamer Sport SS-20 and SS-20R: \$79.95 to \$84.95

A European-styled quarter-fairing constructed of Lucite acrylic plastic and designed to fit most machines. Available for both round (SS-20) and rectangular (SS-20R) headlights, in clear or tinted versions. Complete with universal-type mounting hardware.

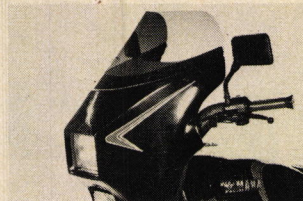
HANDLEBAR-MOUNT



Action Fiberglass
10431 Beach Blvd.
Jacksonville, Florida 32216
(904) 641-7071

Eagle II: \$199.95

Made of black or white hand-crafted fiberglass, the Eagle II was designed especially to fit '81 and '82 models of Yamaha's 750 Seca. Features include acrylic windscreen, four-point, pinch-bolt mounting system and a dash to house your sound system.

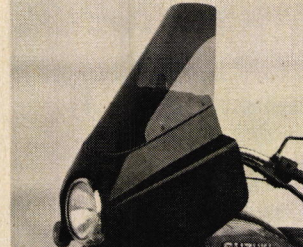
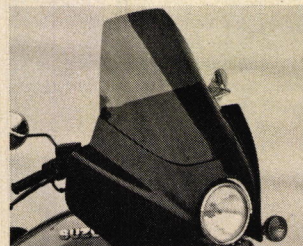


Action Fiberglass, Cont'd
Yamaha Seca 750

Sport Fairing:

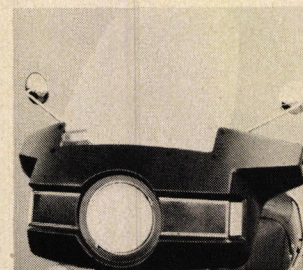
\$169.95, \$209.95

The sport fairing has the same features as the Eagle II, except for its sport styling. The sport model comes in your choice of black or red.



Action Fiberglass, Cont'd
Hawk-500: \$149.95, \$159.95
Hawk-100: \$109.95, \$119.95

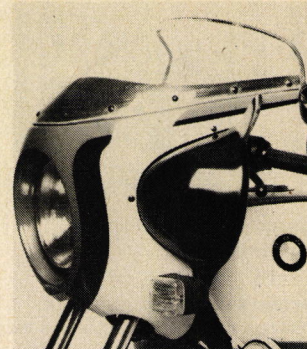
The hand-crafted fiberglass fairing with clear (100 model) or tinted (500 model) acrylic windscreen comes with universal-type pinch-bolt mounting and a dash to hold a sound system or accessory instruments on the Hawk-500. Choose white or for \$10 more, black.



Bates Industries, Inc.
636 West 16th Street
Long Beach, California 90801
(213) 435-6551

Supershield: \$115.00

Made for lightweight to mid-size bikes. Construction features an ABS plastic lower shell and a 3/16-inch plexiglass windscreen, available either in clear or green tint. Designed to provide more wind protection than a simple windscreen without the weight and bulk of most handlebar-mounted fairings. Matching Class-A side reflectors and gold striping are standard. Weight is 8 pounds.



Beach's Motorcycle
Adventures Ltd.
2763 West River Pkwy.
Grand Island, New York 14072
(716) 773-4960

Handshields: \$43.00

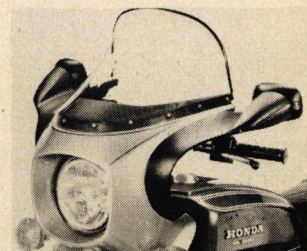
Designed to fit the BMW "S" fairing, adding style and comfort. These ABS plastic shields have wind kickouts and spoilers (top and bottom) for cleaner aerodynamics, and they prevent wind from blowing up the rider's sleeves. Available in black only.



Beach's Motorcycle
Adventures Ltd.
Cont'd

Thor: \$129.00

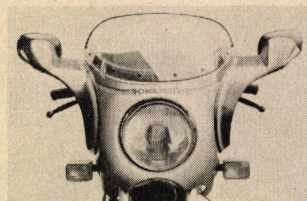
The Thor replica is manufactured of black ABS plastic and will fit most any motorcycle having a 7-inch headlight. Weight is just 4½ pounds, and the smoke-tinted windscreen is standard.



Beach's Motorcycle
Adventures Ltd.
Cont'd

Krauser Cockpit: \$370.00

Designed to retain a sporty café appearance while offering upper body protection. Similar to the BMW R100S fairing, the Krauser unit features integrated Talbot mirrors, a slightly higher windscreen, a V.D.O. voltmeter and quartz clock. Other V.D.O. instruments can be added. Black and yellow are the only colors available. Mounts are adaptable to almost all large sport and touring bikes. Constructed of ABS plastic.

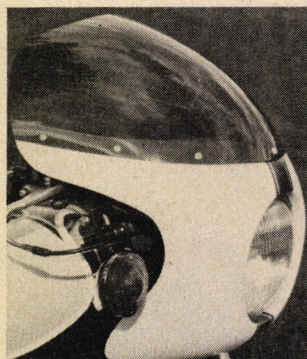


Beach's Motorcycle Adventures Ltd.

Cont'd

Krauser Café Mirrors: \$89.00

Designed to increase downforce on the front tire at speed while protecting hands and arms from the elements. Will fit BMW "S" models and Ducati fairings. Constructed of semi-flexible ABS plastic in black only, complete with German Talbot mirrors.



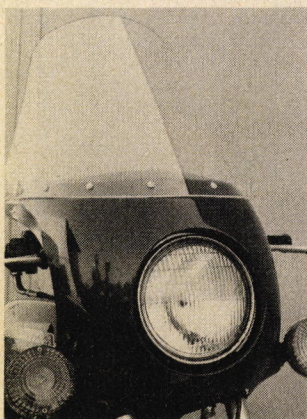
Camber Fairing Company

1640 Pomona Ave.

Costa Mesa, California 92627
(714) 646-4852

Apollo I CR250: \$93.00

A down-sized BMW R100S replica quarter-fairing to fit machines of the 250cc category. Constructed of hand-laid fiberglass in black or white gelcoat with clear or smoked Plexiglas windscreen. Two-point mounting system attaches to headlight bolts and may require low-rise handlebars. Add \$10 for optional black finish.



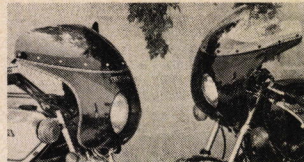
Camber Fairing Company

Cont'd

Apollo IV CR400:

\$110.00 to \$129.00

Designed specifically for the Honda 400 Four to mount with stock bars and turn-signals. Features four-point mounting, choice of standard white finish or optional black, clear or smoked windscreen, touring windscreen or a smoked touring windscreen. Optional black finish is \$10 extra.



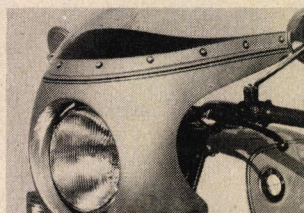
Camber Fairing Company

Cont'd

Apollo V CR500:

\$110.00 to \$116.00

Designed especially for middleweight and large-displacement machines with headlight diameters of 7 inches and 1-inch rise European, clubman or flat-drag handlebar. Constructed of hand-laminated, woven fiberglass cloth, glass mat and isothalamic resin like all Camber fairings. Available in clear or smoked windscreen in either standard white or optional black gelcoat finish. Can be fitted to Yamaha SR, SX and RD, Suzuki GS-series, Kawasaki KZ-series, Honda CBX, GL and CB models, and Ducati 500s through 900s.



Camber Fairing Company

Cont'd

Apollo II CR600:

\$139.00 to \$157.00

Designed as an exact replica of the BMW R100S quarter-fairing. Features include designated turnsignal area, molded-in textured dash, choice of either 7- or 8-inch headlight openings to fit 5/8 or 7/8 BMW models and choice of regular-sized clear or smoked windscreen or a taller touring windscreen in clear or smoked Plexiglas. May require some modification to fit various machines. Be sure to specify windshield type and height as well as headlight diameter when ordering. Available in standard white or optional black (add \$10) gelcoat finish.



Chaparral Discount

Cycle Supply

740 Mill Street, Unit C

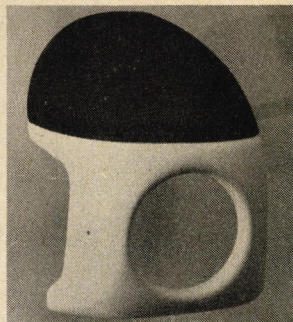
San Bernardino,

California 92410

(714) 889-2761

QT: \$69.95

Molded from ABS plastic in either black or white finish. Standard features include smoke-tint windscreen and universal mounting hardware. Sized to fit most motorcycles.



Chaparral Discount

Cycle Supply

Cont'd

Café: \$49.95

Molded in ABS plastic in black or white finish. Available with either clear or smoked windscreen and universal mounts to fit most motorcycles with 7-inch or smaller headlight diameters.



Cosmopolitan Motors, Inc.

Jacksonville and

Meadowbrook Aves.

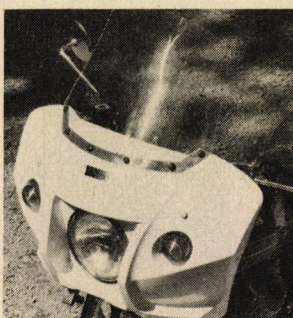
Hatboro, Pennsylvania 19040

(215) 672-9100

Standard: \$89.00 or

Deluxe: \$96.00

Molded polycarbonate construction with plexiglass windscreens. Both feature 7-inch headlight opening, universal four-point mounting and choice of black or white finish. Standard model does not include chromed trim, built-in turnsignals or the eagle decal found on the Deluxe model.



Craven/Tom Anderson

Motorcycle Equipment

1441 W. Demeter

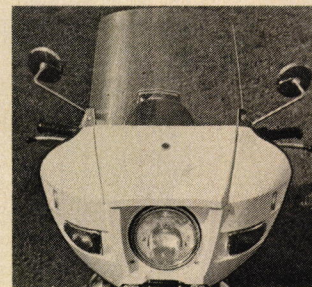
Freeport, Illinois 61032

(815) 235-2747

Cutter: \$240.00

Constructed of single-layer fiberglass in either black or white gelcoat finish. Made in England to fit most Japanese and Euro-

pean motorcycles. Features include built-in turnsignals, reflectors and full wiring, choice of three windshield heights and a patented universal mounting kit.



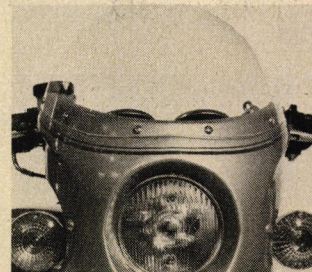
Craven/Tom Anderson

Motorcycle Equipment

Cont'd

Clipper: \$345.00

Constructed of double-layer fiberglass in choice of black or white gelcoat finish. Designed to fit most Japanese and European motorcycles. A lockable storage compartment between headlight and windscreen provides a hideaway for gloves, maps and smaller items. Features built-in turnsignals, side reflectors and full wiring. The Clipper includes the same patented universal mounting kit that comes with the Cutter.



Paul Dunstall

Organisation, Inc.

27402 Camino Capistrano,

Suite 104

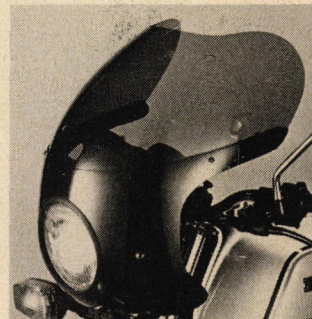
Laguna Niguel,

California 92677

(714) 831-0351

S-Type: \$125.00

A virtual replica of Suzuki's 1000S fairing made of glass-reinforced plastic with a color-impregnated finish in black or silver. This universal-fit quarter-fairing is available with clear or tinted windscreen.



Fifth Design Group, Inc.

1119 Riverwood Drive

Burnsville, Minnesota 55337

(612) 890-1570

Piranha: \$119.95

Constructed of hand-laminated fiberglass and finished in black polyester gelcoat.

SPECIAL EDITION: FAIRINGS

The cast acrylic windscreen is available in either clear or smoke-tint. Adjustable four-point universal mounting system attaches to handlebar and headlight mounting bolts. Designed for use with drag bars, clubmans or clip-ons, but can be used with low-rise bars on most bikes. Weight is 3.5 pounds.

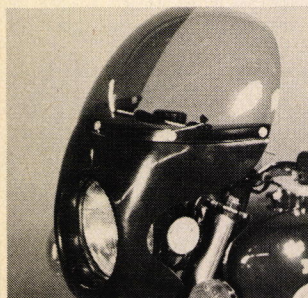


Fifth Design Group, Inc.

Cont'd

Sprint: \$149.95

Hand-laminated fiberglass construction finished in black polyester gelcoat. Universal four-point mounting system attaches to handlebar and fork tubes or fork-tube covers. Fits most bikes with stock handlebars, signals and mirrors. Available in either round- or rectangular-headlight configuration. Comes complete with clear acrylic windscreen, mounting hardware and instructions.

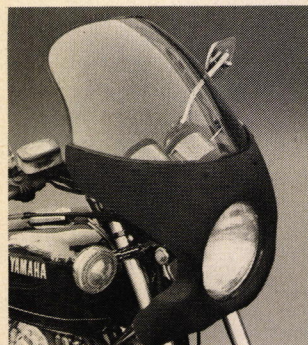


GSM

13026 Raymer St.
North Hollywood,
California 91605
(213) 764-1808

Cobra: \$44.25

Constructed of high-impact, injection-molded plastic in black or white finish with clear or smoked windscreen. Designed for smaller-displacement bikes. Comes complete with universal handlebar-mounting kit.



GSM

Cont'd

Omega: \$49.95

A mid-sized café and sport fairing made

from high-impact, injection-molded plastic in a flat-black scratch-resistant finish. Comes complete with smoked windscreen and universal bracket. Designed for motorcycles from 400cc up.

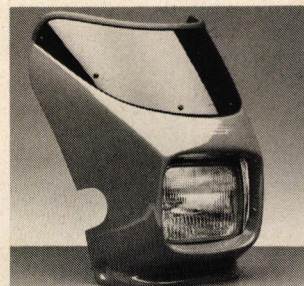


Greer & Associates

145 Placentia, Bldg. G
Costa Mesa, California 92627
(714) 646-4854

"S": \$199.95

Constructed of fiberglass and designed to reflect modern European styling. Available in black, white or color-coordinated, and may be striped to match factory finishes at additional cost. A large fairing designed for superbikes. The side cut-aways are positioned for lower triple-clamp-mounted turnsignals. Available with standard round headlight opening as shown or in rectangular or large round (9-inch) versions. Comes complete with all necessary mounting hardware.



Greer & Associates

Cont'd

GPZ: \$199.95

Originally designed by Greer for the factory Kawasaki. Constructed of fiberglass and finished in black, white or color-coordinated. Striping optional. Available to fit either round or rectangular headlight. Comes complete with tinted windscreen and all necessary mounting hardware.



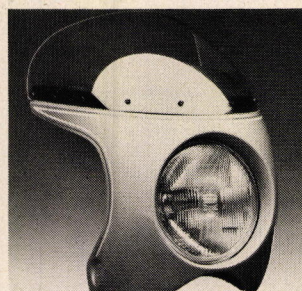
Greer & Associates

Cont'd

HP: \$199.95

Designed for machines with angular styling. Fiberglass construction, available in choice of black, white or color-coordinated. Striping is available at additional

cost. Comes complete with all mounting hardware.

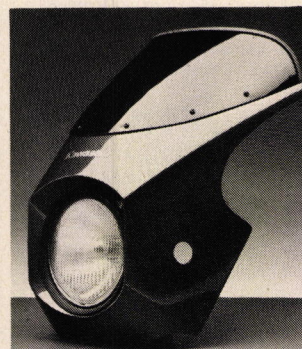


Greer & Associates

Cont'd

Classic: \$199.95

A more conservatively styled sport fairing made of fiberglass and available in black, white or color-coordinated finishes. Custom striping is optional. Three-piece construction includes clear windscreen, fairing body and instrument panel. There are both large and small round headlight versions. Comes with all necessary mounting hardware.

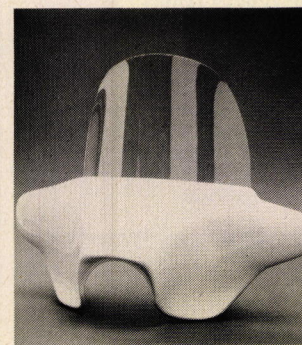


Greer & Associates

Cont'd

ZI-R: \$199.95

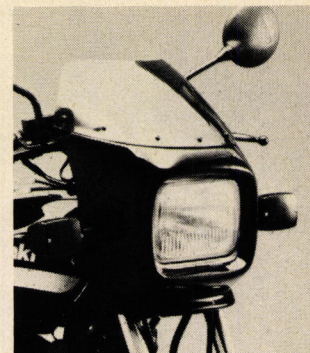
A fiberglass sport fairing offered as a factory Kawasaki accessory on the '80-'81 KZ550. The ZI-R can be ordered for round or rectangular headlights in black, white or colors. Striping is optional. Tinted windscreen is standard.



Harley-Davidson Motor Co., Inc.
3700 W. Juneau Ave.
P.O. Box 653
Milwaukee, Wisconsin 53201
(414) 342-4680

Harley-Davidson: \$139.95

Constructed of laminated fiberglass with a Lexan windshield that can be installed at various heights. Colors include black, white and all those currently found on H-Ds. Designed to fit FLH Electra Glide and FLH Sport models.

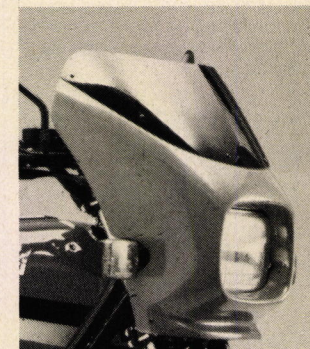


Kawasaki Motors Corp., U.S.A.

1062 McGaw Ave.,
P.O. Box 11447
Santa Ana, California 92711
(714) 540-9200

KZ550A 1/4: \$179.95

A hand-laid fiberglass sport quarter-fairing with a tinted windscreen. Finished in luminous Passion Red to match Kawasaki color. Features four-point mounting system for necessary rigidity.

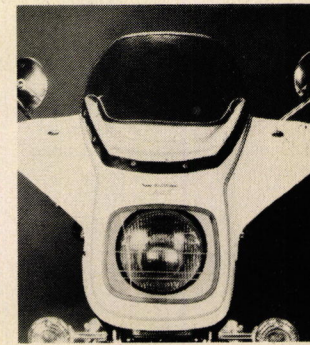


Kawasaki Motors Corp., U.S.A.

Cont'd

KZ1100B GPz 1/4: \$164.95

Hand-laid fiberglass construction finished in Kawasaki Firecracker Red. Comes complete with tinted windscreen and all necessary 4-point mounting hardware.



Kutter Motorcycle Accessories Howe Engineered Sales Co.

P.O. Box 642
Cedar Falls, Iowa
(319) 236-9606

Special: \$139.95

Constructed of ABS plastic and finished in black or white with standard dual gold pinstripes. Comes complete with aerodynamic protective headlight cover and all necessary mounting hardware. An optional smoke-tinted windshield is available for an additional \$29.95.

Continued



Laminar Incorporated
1514 Fairview, P.O. Box 12332
Columbus, Ohio 43212
(614) 488-5158

Sport 1: \$167.94

Hand-laminated fiberglass construction finished in a high-gloss black gelcoat with gold striping. Comes complete with integral signal mounts, H-4 rectangular quartz headlight, built-in lower spoiler and mounting hardware. Ten-inch café, 13-inch standard and 16-inch touring windshields are available in clear or smoke tint. Designed for any standard or custom handlebar. Send \$1 for more information.

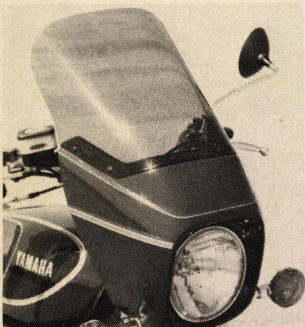


Laminar Inc.

Cont'd

Sport 2: \$137.95

A hand-laminated fiberglass sport model finished in a paintable high-gloss black gelcoat with gold striping. Smoke-tinted windshields in either 10-inch or 16-inch heights are optional choices to the standard 13-inch unit. Designed to mount on motorcycles with 6-inch by 8-inch factory rectangular headlights, such as Suzuki's 1100 and 750E, Kawasaki's 1300 and Yamaha's 1100 and 750 Seca. Lightweight turnsignals for the 6-pound fairing are optional. Accepts standard or custom handlebar. Comes complete with mounting hardware.



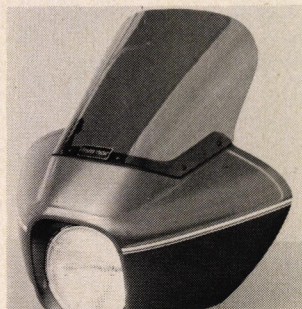
Laminar Inc.

Cont'd

Imola: \$124.95 to \$131.05

Hand-crafted fiberglass construction featuring a paintable high-gloss black

gelcoat finish with gold striping. Designed to accept standard 7-inch headlights and turnsignals on lower integral mounting areas. Smoke-tinted windshield is optional. Mounting hardware is included.



Laminar Inc.

Cont'd

Imola MK II:

\$135.94 to \$142.04

Similar in construction to the Imola but 66-percent wider for additional handlebar/airstream deflection capability. Designed to accept standard 7-inch round headlight and either standard or custom handlebar. Smoke-tinted windshield optional. Comes complete with mounting hardware.



Motorcycle Accessories

West Corp.

13806 Chase Street
Arleta, California 91331
(213) 893-6319

Interceptor: \$169.95

A mid-sized fiberglass fairing designed to handle as much gear as many full-sized fairings. It features a reversible windshield that can be mounted in either café or touring positions. Options include a locking glovebox door (\$15.95), a radio kit with 5-inch speaker (\$49.95) and large storage boxes that mount on either side of the fairing (\$59.95).



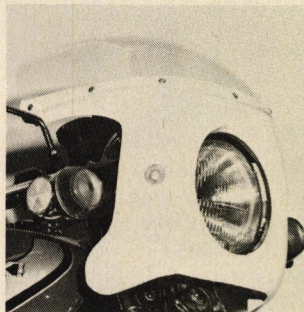
Moto Morini Herdan

Corp., Rt. 1

Port Clinton,
Pennsylvania 19549
(215) 562-3155

Nisa Sportfairing: \$195.00

A fiberglass sport design finished in bright red or silver paint, complemented by black pinstripes. Standard features include deeply tinted windscreen, built-in turnsignals and mini-dashboard. Comes complete with all necessary mounting hardware and Allen fasteners. Designed for short-rise sports/touring or clip-on handlebars.



Ocelot Engineering Products

895 West Mill Street

San Bernardino,
California 92410

(714) 884-0484

Café: \$61.95

Constructed of ABS plastic and finished in white or black. Designed for café-style low-rise handlebar and standard 7-inch round headlight. Comes with universal mounting brackets.



Ocelot Engineering Products

Cont'd

TQ: \$99.95

An ABS sport-styled quarter-fairing finished in black or white with clear or smoked windscreen. Designed to fit most machines with universal-type mounting hardware.



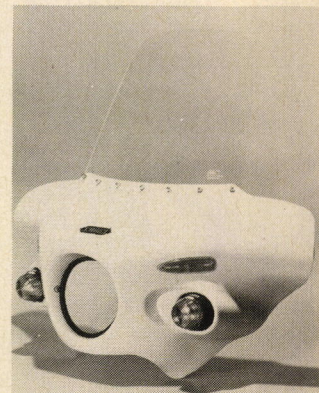
Pacifico Incorporated

1625 SE Hogan Road
Gresham, Oregon 97030
(503) 666-5502

Aero-Foil: \$149.95

Constructed of ABS plastic with a gloss-

black bonded finish and acrylic plastic windshield. Pacifico's air-balance vent system helps reduce drag and turbulence. Features four-point universal mounting. Fits motorcycles of 250cc on up.



Shoei Safety Helmet Corp.

1717 Pontius

Los Angeles, California 90025
(213) 477-6051

SF-1: \$155.00

Manufactured from fiberglass-reinforced plastic and finished in black, white, silver or blue-metallic paint. Features side reflectors and built-in turnsignals. Designed for machines with standard 7-inch round headlights only. Measures 36 1/2 inches wide by 34 1/2 inches in height. Weight is 18 pounds including mounting brackets.



Shoei Safety Helmet Corp.

Cont'd

FM-2: \$119.95 to \$129.95

Aerodynamically designed of fiberglass-reinforced plastic and finished in black, white, silver or metallic blue. Tinted windscreen is standard equipment. Designed for machines with standard 7-inch round headlight. Weight is 5 pounds including mounting brackets. Dimensions are 28 1/2 inches in width by 22 1/2 inches in height.



Shoei Safety Helmet Corp.

Cont'd

FM-3: \$119.95 to \$129.95

Constructed of fiberglass-reinforced plastic and finished in black, white, silver, or in blue or red metallic paint. Designed to fit

SPECIAL EDITION: FAIRINGS

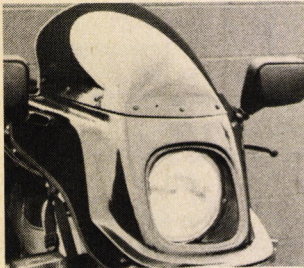
machines with continental-style handlebars. Dark-smoke-tinted windshield is standard equipment. Fits 7-inch round headlights and weighs 4.9 pounds including brackets.



Shoei Safety Helmet Corp. Cont'd

FM-5: \$149.00

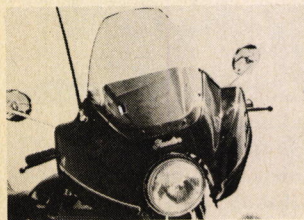
Features fiberglass-reinforced plastic construction, turnsignals, deep-smoke-tinted windshield and opening for rectangular headlight. Brackets for four-point mounting included. Finished in black, white, silver or blue metallic paint.



Target Products, Inc. 2724 West Main Alhambra, California 91801 (213) 284-3238

Cd12: \$150.00 to \$175.00

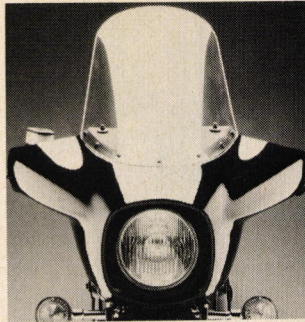
A hand-laid fiberglass sport model designed to be compatible with Honda's sport models but adaptable to most machines. Accommodates deeply recessed headlight and offers a selection of high-gloss colors, including black, white and silver. Options include a smoke-tint windshield (add \$5), a Lucite headlamp cover (\$15) and automotive-type mirrors (\$38.80 per pair). Comes complete with mounting brackets.



Vetter Corporation Rt. 136 East, P.O. Box 927 Rantoul, Illinois 61866 (217) 893-9300

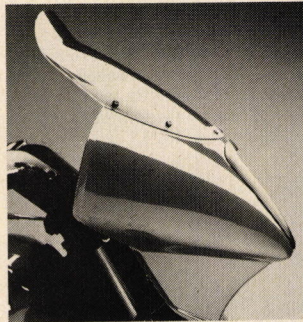
Rooster: \$129.00

Constructed of thermo-formed ABS plastic with a Lucite windshield. Features three covered storage compartments that can accommodate radios such as the optional Rooster Sound and Rooster Super Sound units. Hardware required for mounting to most of the '80 to '82 motorcycles is included. Contact Vetter for further information.



Yamaha Parts Distributors, Inc. 6555 Katella Avenue Cypress, California 90630 Sport: See dealer

A color-coordinated, vacuum-formed ABS plastic fairing with an optically correct acrylic windshield. Features a four-point isolated rubber mounting system to minimize vibration. Designed for installation on Yamaha's XS Specials, Maxims and Viragos.

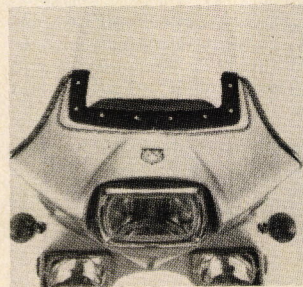


Yamaha Parts Distributors, Inc. Cont'd

Seca Sport: See dealer

Constructed of ABS plastic, the Seca has been wind-tunnel tested for efficiency. Comes color-coordinated to match the Seca 750 machines. Features an "easy-on, easy-off" mounting system and a flared, tinted windscreen. See your Yamaha dealer for more details.

FRAME-MOUNT

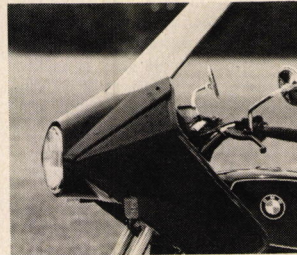


A-Touring Accessory 1960 E. County Road F White Bear Lake Minnesota 55110 (612) 429-7121

Fleetwood: \$437.27

A fiberglass fairing that features a single quartz-halogen headlight and a pair of built-in driving lights. Standard equipment includes a cigarette lighter and two storage compartments with tonneau covers. This unit can be color-matched to your bike and is finished in Imron paint.

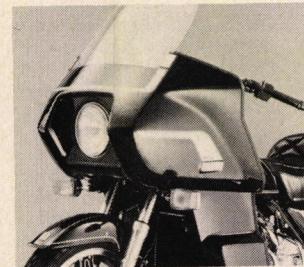
Comes complete with mounting brackets. Specify make, year and model of your motorcycle when ordering.



BMW of North America, Inc. Motorcycle Group Walnut St. & Hudson Ave. Norwood, New Jersey 07648 (201) 573-7810

BMW by Vetter: \$290.00

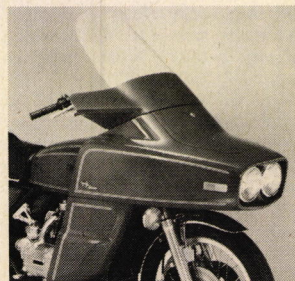
Designed by Vetter for all BMW R65s from '79 to '81. Constructed of ABS plastic and finished in black, white or silver with a matte-black finish inside. Two tonneau-covered storage compartments are provided for gloves and smaller items. Comes complete with all mounting hardware and uses the standard BMW headlight. Available through BMW dealers nationwide.



Bates Industries, Inc. 636 West 16th Street Long Beach, California 90801 (213) 435-6551

Challenger: \$545.00

Constructed of fiberglass in choice of black, white or silver. Features windshield adjustable for height, on-dash headlight positioning, lockable storage compartments on both sides. Available with or without (subtract \$35) lowers, custom color or primer (\$30), striping (\$25), AM-FM radio with cassette player and speakers (\$270), clock (\$50), voltmeter (\$35), engine guards (\$54.95), map-dash light (\$15) and cigarette lighter (\$5). Frame mounts are designed to fit selected Honda, Yamaha, Kawasaki and Suzuki models.



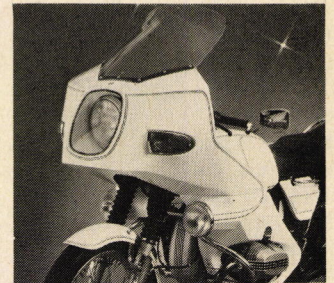
Bates Industries, Inc.

Cont'd

Clipper: \$695.00

Constructed of fiberglass in choice of

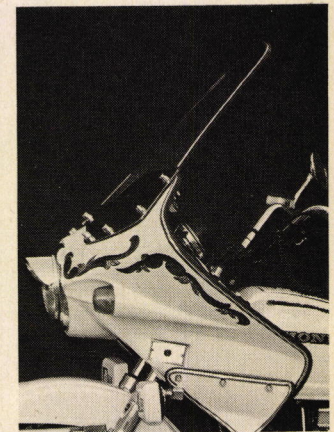
black, white, silver, custom color or primer complete with striping and lowers. Lower shell mounts to frame, upper shell to handlebar. Features dual 5-inch headlights, two lockable storage compartments, full dash and locking front trunk. Optional features include AM-FM radio with speakers (\$145), digital clock (\$50) and options listed for Challenger. Windshields are available in clear or green tint and each has a 3-inch up/down adjustment.



Michael Bondy Associates P.O. Box 123 Haworth, New Jersey 07641 (201) 385-2552

Concord: \$645

Hand-crafted fiberglass construction in wedge-shaped style. Features include wraparound turnsignals, twin spotlights faired into the lowers, chrome-plated or black safety bars (BMW only), two lockable compartments in the upper section and highly rigid mounting hardware to eliminate potential flutter at higher speeds. Manufactured in England by Melton in either black or white gelcoat finish.

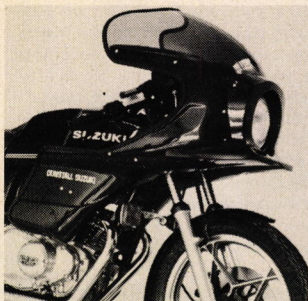


Custom Dressers 2702 S. High Ave. Oklahoma City, Oklahoma 73129 (405) 672-7564

Free Flow 505: \$665.50

A hand-laid fiberglass touring fairing designed to frame-mount on all motorcycles 500cc or larger. Windscreen is manufactured from abrasion-resistant acrilite. Available options include one or two radios, a radio and a cassette player, a CB radio, various speaker combinations, rider-passenger intercoms, various instrument combinations, mini-lowers for most touring bikes 500cc or larger, custom tonneau covers and matching custom seats as well as quartz headlights. Prices for options on request. Chromed headlight shield serves as AM-FM radio antenna. Comes complete with mounting hardware and one-year guarantee.

Continued



**Paul Dunstall
Organisation, Inc.**
27402 Camino Capistrano,
Suite 104
Laguna Niguel,
California 92677
(714) 831-0351

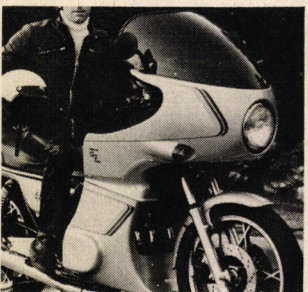
Semi-/Super-Sport 3/4: \$295.00

Designed to fit a variety of Japanese bikes. Constructed of reinforced fiberglass with choice of red-, white- or black-impregnated finish and clear or tinted windscreen. Stock handlebars may be used with the Semi-Sport, but, the café-styled Dunstall Clubman handlebar is necessary with the Super-Sport. Prices quoted are Dunstall-direct and do not include UPS charges of between \$3.50 and \$15.00, depending on fairing.



**Paul Dunstall
Organisation, Inc.**
Cont'd
**GS1100/GSX750 Full Sports
#3003: \$353.00**

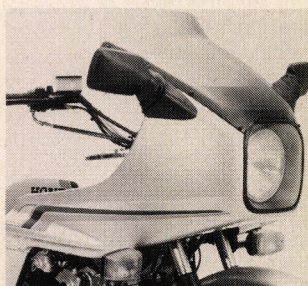
Designed specifically for the GS1100 and GS750 Suzukis. Fiberglass construction with glass-impregnated color in red or black with clear or tinted windscreen. Features full-size lowers and touring-style windscreen. Use with stock headlight and turnsignals. Comes complete with all necessary mounting hardware and instructions.



**Hannigan Fairing
Company, Ltd.**
689 Warden Ave., #19
Scarborough, Ontario, Canada
M1L 4R6
(416) 691-9010

STe: \$425.00 to \$550.00
Constructed of hand-laid fiberglass in your choice of black or white gelcoat

finish. Free-blown acrylic windscreen includes spoiler, designed to deflect air-stream over and around rider's helmet. Standard features include two side storage compartments fitted with soft covers, front storage with rigid fiberglass cover, lightweight sport mirrors, built-in turnsignals and triangulated steel mounting hardware. Options include Series One lowers with integral spoilers (\$125), locking rigid tonneau covers (\$25) for side compartments and an H-4 quartz-halogen headlamp (\$50). Brokerage fee (\$20) and duty charges (\$34 for fairing, \$10 for lowers) must be added to suggested retail price for U.S. purchase.



American Honda Motor Co., Inc.
P.O. Box 50
Gardena, California 90247
Hondaline Sport: See dealer

A CBX-inspired injection-molded ABS plastic sport fairing available in black or silver with matching lowers. Designed specifically for Honda's '81-'82 CB900F and '82 CB750F models. Standard features include an aerodynamic polycarbonate headlight cover, lowers, integrated wide-angle mirrors, smoke-tinted polycarbonate windscreen, two removable zippered soft pockets, two instrument openings that accept optional Hondaline gauges, headlight adjustment knob and knee pads on fairing interior. Functions with standard or optional sport controls. Comes complete with all necessary mounting hardware for each model.



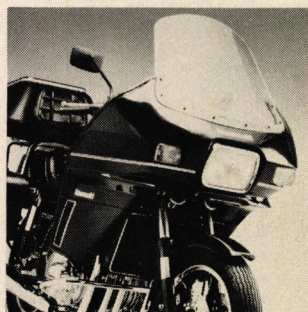
**Hondaline
Cont'd
Touring: See dealer**

An injection-molded ABS plastic fairing designed specifically for installation on Honda's GL500 and GL1100, CX500, CB650C, CB750K, C and F, and the CB900C. Standard equipment includes color matching with striping, built-in air vents, height-adjustable polycarbonate shatterproof windscreen in choice of three heights; two storage compartments (right-side locking, left-side snap-closing vinyl), integral turnsignals, headlight adjustment knob and plug-in wiring. Options include a full line of component audio systems, instruments and color-matched lowers designed to fit with Hondaline engine guards. Mounting sets designed for each model.



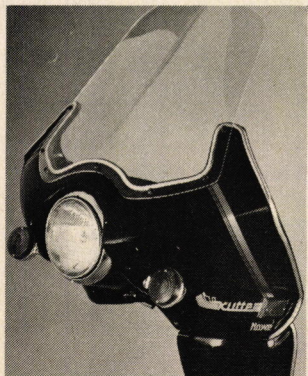
Kawasaki Motors Corp., U.S.A.
1062 McGaw Ave,
P.O. Box 11447
Santa Ana, California 92711.
(714) 540-9200
**Kawasaki by Vetter: \$479.70
to \$584.70**

ABS plastic construction with Lucite windshield. Features include integral leading-edge lights, pop-vents on windshield, locking right-side storage compartment, soft tonneau-covered left-side storage, Kawasaki Luminus Navy Blue with gold/red graphics and built-in headlight adjuster. Accepts optional Vetter radio housing (\$84.95) and Kawasaki/Vetter color-matched lowers (\$105).



Kawasaki Motors Corp., U.S.A.
Cont'd.

KZ1300 A: \$669.90
Hand-laid fiberglass finished in ebony with gold graphics. Features include a pebble-finish dash panel, air vents and radiator deflectors, rigid three-point frame mounting, built-in headlight adjuster and dual locking storage compartments. Uses stock quartz headlamp and turnsignals. Fits '79 to '81 KZ1300s. Price includes fairing lowers (\$106.95) and mounting hardware.



**Kutter Motorcycle Accessories
Howe Engineered Sales Co.**
P.O. Box 642

**Cedar Falls, Iowa
(319) 236-9606**

Full Size: \$366.90 to \$381.90

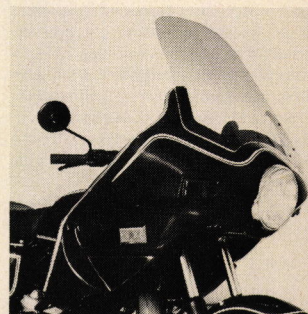
ABS plastic construction in choice of deep black or white, both with standard gold pinstriping. Features include integral turnsignal/running lights, 7-inch recessed headlamp and dual tonneau-covered storage compartments. Options include two windshield heights with or without snap-vents (\$36.95 to \$45.95), locking pocket covers (\$9.50), lowers (\$62.95), quartz headlight (\$39), radio sound systems and radar detector. Contact Kutter for further details.



Lee's Rider & Cycle Accessories
125 E. Inez Street
Tucson, Arizona 85706
(602) 294-5875

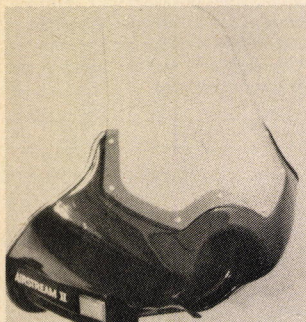
LeStarr: \$259.95 to \$319.90

Fiberglass touring fairing finished in gloss-black silver or white gelcoat and shown with optional snap-vent windshield. Standard features include built-in turnsignals and running lights, dual storage pockets with snap-on tonneau covers, pocket liners, lighter, G.E. headlight and full wiring harness. Options include LeStarr lowers (\$59.95) and Cobra theft alarm with or without pocket pager. Price shown is with and without lowers but does not include shipping charges.



Luftmeister, Inc.
135 East Stanley Street
Compton, California 90224
(213) 638-8508
**Luftmeister: \$395.00
to \$479.00**

A fiberglass touring fairing designed to fit and color-match BMW and most Japanese bikes 500cc and larger. Most fairings accept standard headlights and turnsignals and come complete with mounting hardware. Color-matched lowers are available for an additional \$99.95. Standard features include side-mounted running lights, headlight adjustment knob, side storage compartments and instrument panel that will accept two gauges. Send \$1.50 for catalog with further information.



Ocelot Engineering Products
895 West Mill Street
San Bernardino,
California 92410
(714) 884-0484

Airstream: \$239.60

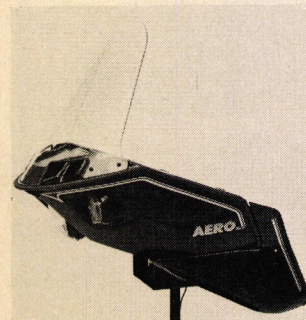
Manufactured of ABS plastic in black or white finish. Dual tonneau-covered storage areas offer enough room for maps and gloves. Uses stock headlight and turn-signals. Can be painted to match your motorcycle. Comes complete with mounting hardware.



Ocelot Engineering Products
Cont'd

Goldenstate: \$225.00

ABS plastic construction in choice of white or black finish. Features include a 3/16-inch windshield, sealed-beam rectangular headlight, integrated leading-edge turnsignal/running lights, chromed edge trim, stainless steel frontal mask and dual storage compartments (one locking and one soft-tonneau-covered). Comes complete with necessary universal mounting hardware.

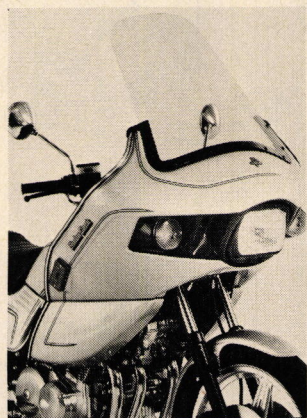


Pacifico, Incorporated
1625 SE Hogan Road
Gresham, Oregon 90730
(503) 666-5502

Aero Sport Touring: \$425.50 to \$498.50

Computer-designed ABS plastic, mid-sized touring model with dual windshield air intakes that serve as negative-pressure-relief vents. Standard features include dual

locking side compartments, built-in turnsignal/running lights, in-dash headlight adjuster and room for at least four auxiliary gauges. A lighter and a Pacifico AM-FM cassette stereo with waterproof speakers are optional. Mounting hardware included. Colors are black, white or silver. Lower is an additional \$73 and the sport-bubble windshield option goes for \$125. The 5-inch-wider Maxi Touring windshield is an additional \$39.75.



Pacifico, Incorporated

Cont'd

Shadow Classic: \$518.25 to \$573.25

Computer-designed of ABS plastic for aerodynamic efficiency and finished in black, white or silver. Features include dual lockable side storage compartments, in-dash headlight adjustment knob and pinstripping. Options are a 2-inch-taller windshield (\$31) and double-wall lowers (\$55). Designed for machines 500cc and larger. Accepts either round or rectangular headlight.

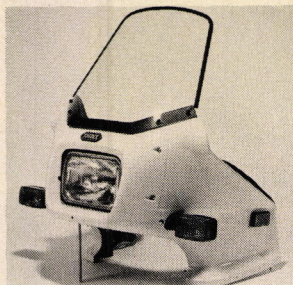


Shoei Safety Helmet Corp.

1717 Pontius
Los Angeles, California 90025
(213) 477-6051

GF-1: \$500.00 to \$570.00

A full-sized touring fairing constructed of fiberglass-reinforced plastic and finished in choice of black, red or silver metallic paint. Developed for 500cc to 1100cc motorcycles. Features include integral turnsignals, dual locking side storage compartments and enough room to mount anything from air horns to full stereo systems. Lower is an additional \$60 to \$70, depending on machine. Specific or universal mounting-brackets included for various machines. Weight is 18 pounds.

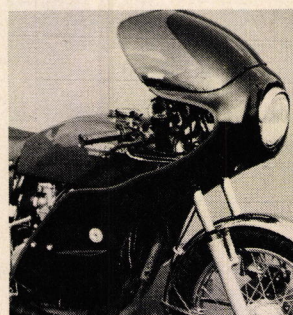


Shoei Safety Helmet Corp.

Cont'd

GF-2: \$599.00 to \$669.00

Designed through aerodynamic study and constructed of fiberglass-reinforced plastic. Slimmer and more compact than the GF-1, with less interior space. Intended for machines from 400cc to 750cc. Rectangular quartz-halogen headlight and rectangular winker lamps are standard. Lower is \$60 to \$70, depending on model. Each fairing comes complete with either custom-fit or universal-type mounting hardware. Colors available are red, black, silver or blue. Weight is 13 1/2 pounds.



Target Products, Inc.

2724 West Main
Alhambra, California 91801
(213) 284-3238

Cd4: \$285.00 to \$290.00

A 3/4, down-sized model constructed of hand-laid fiberglass with a plexiglass clear or smoke-tint windscreens. Designed for 350cc to 500cc machines, such as Honda's 400F Super Sport and Yamaha's RD350 and RD400. Headlamp opening is for 7-inch round light, but will fit smaller units with the addition of the full rim. Available in either black or white high-gloss finish. Mounting hardware included in price.



Don Vesco Products, Inc.

7565 North Avenue
Lemon Grove, California 92045
(714) 465-8257

Rabid Transit: \$439.05 to \$504.05

A sport/touring fairing constructed of

hand-laminated fiberglass, finished in white or black polished gelcoat. Designed for machines 550cc and larger. Choice of clear or tinted bubble windshield and two heights of touring windshield varying in price from \$49 to \$54. Interior of fairing offers space for dual storage compartments and access panel for radio, speakers, instruments, etc. Aerodynamic efficiency has been proven at Bonneville salt flats at speeds nearly three times the current road speed-limit. Price includes mounting hardware; higher price includes lowers (\$65).

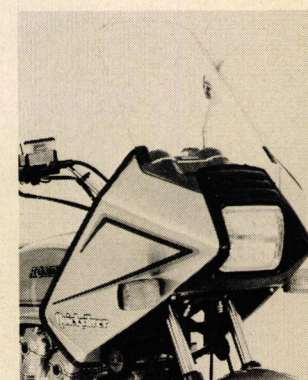


Vetter Corporation

Rt. 136 East, P.O. Box 927
Rantoul, Illinois 61866
(217) 893-9300

Windjammer V: \$499.85

A further refined version of the thermoformed ABS plastic touring fairing with a more aerodynamic shape for increased efficiency. Available in black, white and silver as well as colors to match most touring motorcycles. Standard features include universal red/black/gold striping, built-in leading-edge lights, headlight adjustment knob, lighter, quick-change headlight ring, a soft neoprene pocket cover on the left and rigid plastic locking cover on the right storage compartment. Options include a choice of windshield sizes, windshield pop-vents, Vetter Sound dash-mount housing, matching lowers and Fiamm horns. Hardware for mounting included in price.



Vetter Corporation

Cont'd

Quicksilver: \$229.95

An ABS plastic fairing designed for mid-weights and finished in black, white or silver. Standard features include black stalk-mounted turnsignals, a sealed-beam

Continued

SPECIAL EDITION: FAIRINGS

rectangular headlight, black trim and a black pebble-grain interior with two soft naugahyde-covered pockets for storage. Optional wingtip fairing extensions offer 15 percent more protection while adding only 9 ounces of weight. Both Sport and Touring shields are available as options to the standard windshield. Price includes all mounting hardware.



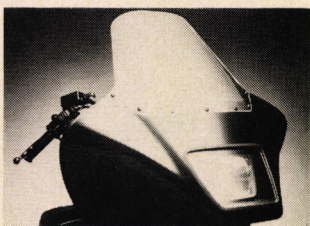
Yamaha Parts Distributors, Inc.
6555 Katella Avenue
Cypress, California 90630
Silvebird II: See dealer

A full-size touring fairing designed for installation on Yamaha's XS1100G, but can be adapted to other models with some modification. Features locking storage compartments, cigarette lighter, integral air ducts, matching Yamaha color and adjustable headlight. Lower is optional. Limited availability for '80 and '81 Yamaha models.



Yamaha Parts Distributors, Inc.
Cont'd

XS1000 Standard: See dealer
Yamaha's full-touring model for the XS1100. Standard features include locking storage, built-in turnsignal/running lights and side reflectors. Comes in a variety of colors. Lower is optional. Limited availability for '80 and '81 models. See your Yamaha dealer.

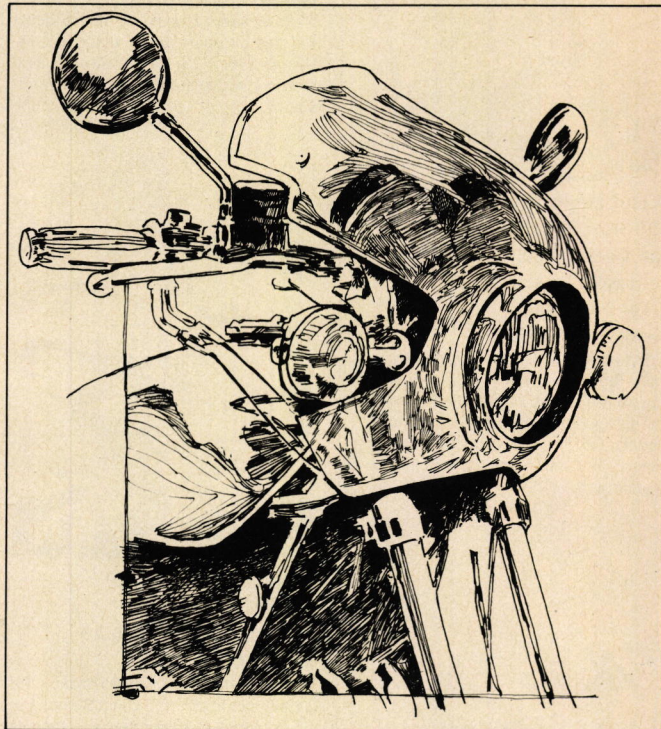


Yamaha Parts Distributors, Inc.
Cont'd

X-1: See dealer

Constructed of ABS plastic and designed specifically for mounting on Yamaha's Virago, Maxim, Heritage and other mid-sized machines. Aerodynamic design finalized during wind-tunnel tests at Jet Propulsion

Laboratories in Pasadena, California. Comes in a variety of colors to coordinate with the mid-sized Yamahas. Lower is available options. See your Yamaha dealer for more information.



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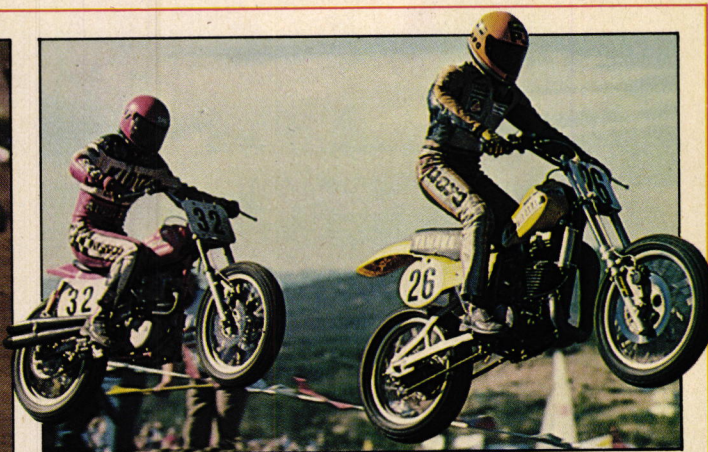
SPORT LINES

Cycle Guide's True Tales of Race Courses, Dark Horses and Machines at Speed

EDITED BY DAIN GINGERELLI

Superbikers III

Wise gets the dough—Honda steals the show.



• As the Honda RC498 entered the front straightaway and clicked into fourth gear, it began to swallow yardage in huge—and for its pilot, motocrosser Steve Wise—unaccustomed gulps. Had there been a speedometer, Wise would have seen 100-plus mph on its face as a haybale-lined chicane rushed toward his bike's front tire. At the last possible instant, Wise grabbed all the brakes he could find, chattering the rear wheel violently, and flicked the bike left-and-right, through the chicane and down the hill.

"That road racing is really fun," he was to say later, after he had been crowned Superbikers champion for the second year in a row, "but braking, wow, it's really nerve-wracking. Getting all my braking-points down was the most important part of the race for me this year. I spent most of last week and the two days of practice here working on it," he said.

Wise was part of a massive Honda effort at Superbikers III, an annual event that purports to determine the "greatest all-around two-wheeled athlete in the world." Honda

was there in force, however, not so much because of pre-race hyperbole but for the post-race publicity attendant on the winner. With an ABC *Wide World of Sports* camera crew to capture the action and heavyweight ABC announcers Jim McKay and Sam Posey to call it, the Superbikers race has become an important vehicle that, some believe, can help develop and sustain company image. Whether or not Superbikers is a meaningful race in terms of athletic endeavor, or even a good one, is moot. The riders are there be-

Continued

SUZUKI. PERFORMANCE ABOVE ALL



DR-500

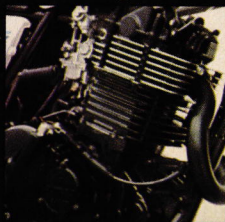
If a ground-grabbing thumper is your thing, the 1982 DR-500 is your motorcycle.

The engine is a hot-performing single cylinder 4-stroker with lots of power. Suzuki's exclusive Twin Swirl Combustion Chamber design gives it even more punch. The rugged suspension features long-travel front air forks and extruded aluminum box-type swing arm with gas/oil shocks in the rear.

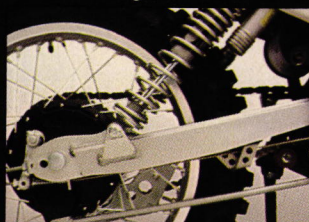
Other features include: Works-type chain guide, easy-starting compression release, re-settable trip meter and folding gear shift lever.

For rugged off-road action, the 1982 DR-500 is the hottest set-up of the year.

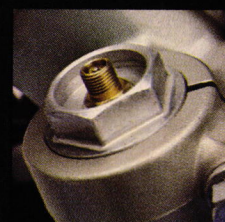
4-stroke SOHC engine:
Offers incredible low-end power and features Suzuki's exclusive Twin Swirl Combustion Chamber design.



Long-travel rear suspension:
Features gas/oil shocks with remote reservoir and extruded box-type aluminum swing arm.



Front air forks:
Provide lots of travel for better handling and a smoother ride.



PHOTOGRAPHY © 1982 DAVID DEWHURST



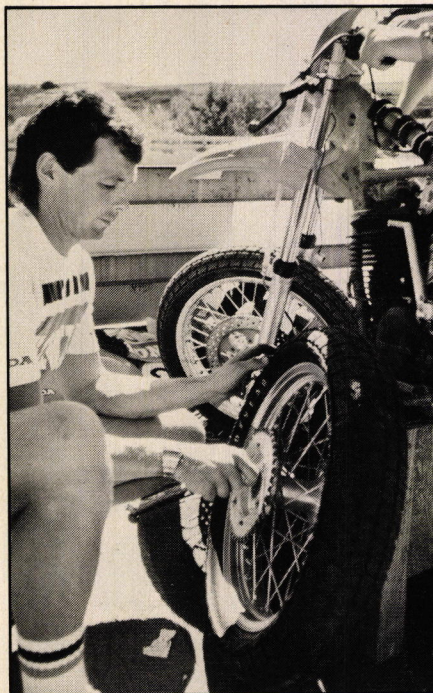
Eddie Lawson snakes his Kawasaki through the Carlsbad chicane

The Green Machine was out-horsepowered by Honda's red-hot 498s.

cause the event is unique and it pays good money. The factories that sponsor the riders are there for the national television exposure.

That's why Team Kawasaki was in the pits, right next to the Honda effort. Two works Open-Class motocrossers, disc-braked and shod with mile-oval tires, stood ready for roadrace champion Eddie Lawson and dirttracker Wayne Rainey. Ditto Team Husqvarna, with factory 430CR's and a three-man effort that included the World Speedway Champ, Bruce Penhall. Team Maico boasted a 490 Magnum-mounted Steve Eklund, the former Grand National Number One. There were two privateer teams, as well: Club Weekenders, from Europe, had '79 250cc MX World Champ Hakan Carlqvist; Dallas Baker Products featured the current Grand National titleholder, Mike Kidd. Besides Wise, Honda entered roadracers John Bettencourt and Mike Spencer, dirttracker Mickey Fay, and former World MX Champ Graham Noyce.

Two teams conspicuous in their absence were Suzuki and Yamaha. That those two racing giants were disinclined to compete was put down to no riders and no money, not necessarily in that order. Larry Griffis, Suzuki's team manager, attended Superbikers III as a spectator and allowed as how injuries were a factor: "Mark Barnett's been riding with a broken collarbone and Kent Howerton still has a cast on his wrist," he said, adding that Marco Lucchinelli, the World roadrace champion, who had been entered, was home in Italy recovering from injuries, too. He also stated that, "ultimately, the factory wasn't interested in spending money for these special, one-off Superbikers bikes for anything



Chris Haines doctors Noyce's bike

Waging war in the trenches.

less than a winning effort. Personally, I'd like to see a more production-oriented bike."

Some estimates for mounting a successful Superbikers challenge go as high as \$150,000—a strain for any racing budget at the end of the fiscal year. And even if the money were available, its expenditure alone couldn't guarantee a victory, making its allocation even tougher to justify. Although ABC is scru-

pulously impartial with the race—the announcers never, for example, mention any brand of bike—the camera captures the winner and his machine, *and* the losers and theirs. In the conservative quarters of the corporate boardroom, the flip-side to winning is sometimes not to compete. You can't look bad if you're not there.

That attitude exposes one of the flaws of Superbikers; namely, how can you crown the "world's best" if the competitors don't include, barring injury, *all* of the recognized stars of the sport? Superbikers promoter, Gavin Trippe, says, "Motorcycle racing is unique in motorsport in that the factories hold all the important contracts. If they don't want a rider to race, he won't race, and I can't make them compete. I'm very disappointed that some people decided not to come this year," he adds. "I sincerely hope they watch the show and decide to budget for the race next year."

But would the riders left out—names like Roberts, Hannah and Glover—have competed, if able? "I think so," Trippe says, "it's never been a problem to get the riders involved. You run a good race, pay a good purse and give them TV exposure in the bargain. There's a little ham in all of us. No, factory participation has always been the toughest to get. Industry support is sadly lacking for new ventures in the sport," he laments.

For the riders who were there—a gaggle of past and present titleholders—Superbikers III provided sometimes spirited and sometimes indifferent competition, the paradox inherent in the compromise of values the race represents. The asphalt section, though scary to the motocrossers, wasn't fast enough to separate the roadracers from the field. The dirt section, though tiring for the roadracers, wasn't tough enough to distinguish the MXers from the dirttrackers. It all came down to the fastest machines and, perhaps, the best all-around riders, as racing most certainly should; but the results could almost as easily have been foreordained by the size of each team's operation in the pits.

Eddie Lawson won the roadrace qualifier, leading it from wire to wire, and it was an unusual heat only in that Lawson was competing at all. Not only was he suffering from the flu, but—warming up his tires prior to the start—he had clotheslined himself on some string pennants and had to seek emergency medical attention. An entire tube of antiseptic ointment was applied to a rope burn on his neck, a roll of gauze was wrapped around the treated wound, then he rode, and won. Afterward, he said, "I had fun out there." He followed that surprising statement with "But after about five laps, I was ready to die! Those motocrossers are in such good shape, I can't believe I've gotta run 12 laps in the final." Asked about his injury, he shrugged and said, "It burns a little."

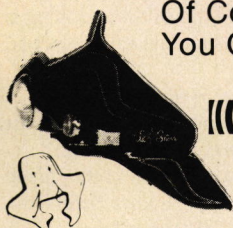
There were four passes of consequence in the dirttrack heat, and it was the best race of the day. Wayne Rainey moved from fifth to second in eight laps but couldn't catch Mike

Continued

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Motorcycle Mechanics Institute



SPORT LINES *Continued*



Steve Wise sets sail for first place

No. 1 remains number one.

Kidd, the winner. Kidd had been hounded by Ricky Graham's four-stroke Can-AM (one of three thumpers entered) until Graham slid out and stalled the motor, ending his chance for a transfer. Unfortunately, all of the drama occurred, as it did most of the day, in the dirt section, far from the eyes of the grandstand spectators. ABC's helicopter camera was there, though, so watch for Heat Two on TV.

The MX qualifier saw Wise and Noyce freight-train their Hondas in that order until an exhaust-pipe crack threatened to saw Wise's expansion chamber in half. He lost power and the lead, to Noyce on the last lap but still finished second. A long way from his native Sweden, Carlqvist rode his Grand Prix Yamaha MXer loaned to him by Yamaha of Europe with blessings from Japan—was third. Up the road a few miles, Yamaha of America stayed home. "My bike was good until the pipe broke," said Wise. "We'll have it ready for the Main."

Lawson holed out the 12-lap feature race, towing Noyce, Wise, Rainey, Kidd and Carlqvist. Nine others trailed badly. Wise got by Noyce on the second lap, and both Honda riders ate Lawson up in the dirt on the third. Except for a last-lap swap between Carlqvist and Kidd, the positions were set. For the final nine laps, the 1500-or-so spectators watched the helicopter spin dizzily around the course, its cameraman taping the action, as Wise took the checkers with his fist in the air.

Afterwards, Gavin Trippe was heard to say, "All the bikes were purpose-built this year, built just for Superbikers, and that's not too bad. But I think next year we'll go to a more production-based motor." He was casting for a way to include more competition, certainly, because he cares about his race, and would like to see it grow. "Yes," he said, mulling it over, "stock engines are probably the key. We'll let everybody off the hook in 1982 and use production motors. Not factory racing engines—production, what you or I could buy."



Hybrid race bikes jockey for position

The ABC-class of professional racing.

There is a good chance that ABC will market the TV tape of Superbikers III to England and the European continent this year, and it has already spawned a copy-cat race in France. In 1983, even, Trippe envisions a European event to qualify riders to come to the U.S. for the final. As a kind of pre-pubescent in the motorcycle racing world, Superbikers might suffer its growing pains, but it *is* growing.

All of which matters not a whit to Steve Wise, who, along with Kent Howerton, winner of Superbikers I, has upheld the superiority of motocross racers over their "lesser" brethren. Incidentally, for winning Superbikers III, Wise took home purse and contingency monies of \$13,000, plus a Hobie Cat sailboat worth another \$4,000. With a Honda bonus, it's conceivable he made close to \$30,000 for 20 laps—about one moto's time in his usual profession. "I don't think even Daytona pays that much," says Trippe.

He's right.

—Jeff Burt

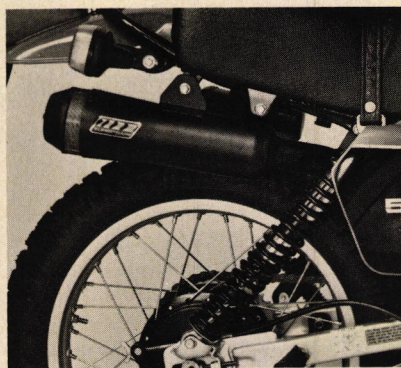


Steve Wise after the show

Another first-rate encore.

Continued

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ROADRACING:

Yvon du Hamel Returns

Life does begin at 40.

• Yvon du Hamel is back. In case your memory is short, he's the Canadian ace who raced for Yamaha Canada more than 15 years ago. During the Seventies he switched to Kawasaki, when the Green Machine became a dominant force in AMA road racing. He retired from racing several years ago.

Now he's back. At least he resurfaced for a feature-race at the Formula One Canadian Grand Prix last September. Du Hamel, at 41 years of age, won the pole position and went on to win the race, besting a 40-bike field. After the race he said, "It seemed too easy. Even in the wet I could have gone four or five seconds quicker. But I wasn't pushed. I wasn't riding as smoothly as I would have liked. I wasn't even scaring myself. A couple times the rear tire came out an inch or two, but that's not what I call sliding."

It's remarkable enough that du Hamel could win after several years' retirement, but listening to him talk about rear-tire slip and slow lap-times makes you understand why he was one of the top 750-class and Superbike racers of the Seventies. In fact, he was the first racer to qualify for the Daytona 200 with an average speed of more than 150 mph—on a Yamaha TR-2 350 air-cooled twin. And that was in 1967 when qualifying was done on the oval section of the track only.

Now, after 15 years, du Hamel might be racing at Daytona again. After his feature race in Canada aboard the Wasco/Vesco/Work Yamaha TZ750, he talked about his racing future, specifically about Daytona: "My dream was always to win the Big One (Daytona 200).

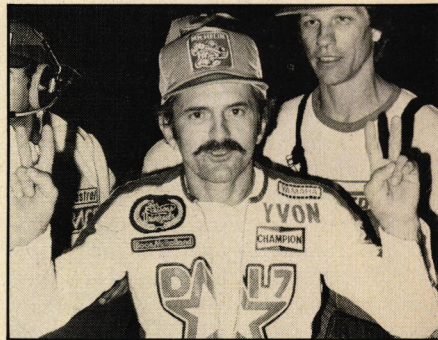
I still can do it. But I won't settle for less than third, because that's what you need to be in victory circle," he added with a smile.

The greying du Hamel continued, discussing candidly his past racing performance: "In the past the pressure was on me to win. There were many young guys, like Roberts, pushing me. If I finish third *now*, it's great. And if I win, it's fantastic."

Du Hamel has talked with his former Yamaha tuner Bob Work, also a Canadian, about a ride for this year's Daytona 200. If things go according to plan, he might be aboard a Work-prepared Yamaha 920 vee-twin in the F1 race—the Big One. And if he doesn't win, no big deal. After all, what can you expect from a 42-year-old unretired racer?

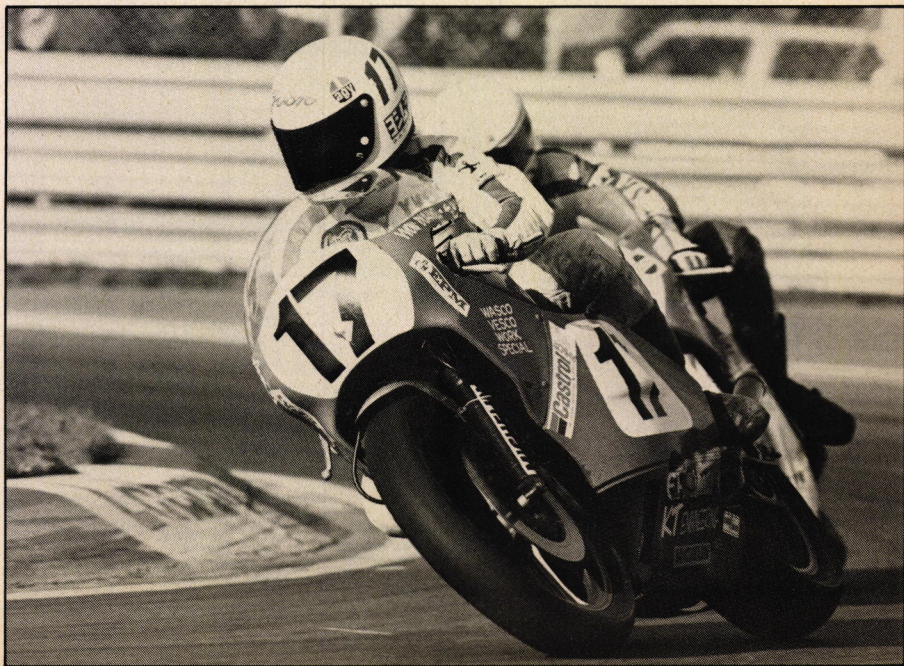
If you're du Hamel, you expect to win.

—Marc Lachapelle



Du Hamel flashes V for victory—or 920

Number 17 returns for an easy win.



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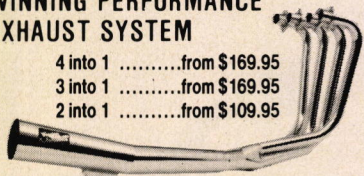


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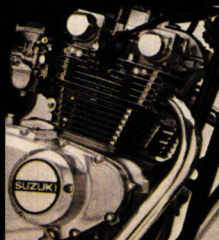
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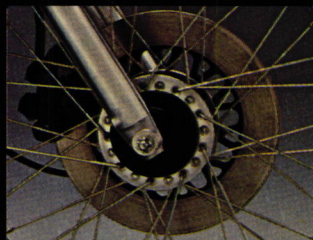
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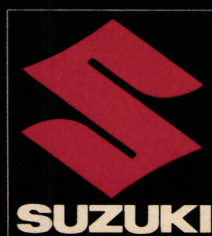


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Pit Bits

• **Honda** wants to be Number One on American racetracks as well as in sales. It got a start when Mike Kidd signed to ride Hondas for the next two years. By **signing Kidd**, who is the Grand National champion, Honda also earned—or bought—the distinction to wear the **No. 1** plate.

Kidd will replace **Freddie Spencer** as the number-one rider on the U.S. team, competing on both the NS500 flattracker and the roadrace machinery. Spencer packed his bags and headed to **Europe**, where he'll compete in the 500cc world championship, aboard either the **NR500** four-stroke or the new two-stroke triple. • Information on the new valveless Honda continues trickling out of Tokyo. It's practically common knowledge that the three-cylinder engine has the center jug horizontally forward, while the outer two cylinders are angled 115 degrees more to the rear.

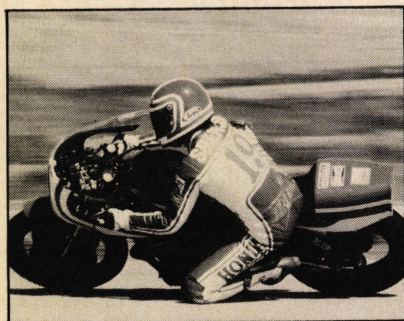
The two-stroke shares one thing in common with the NR500 engine, though. It has **oval pistons**. And, as with the NR, the oblong cylinder hole allows more port area, a necessary ingredient for a two-stroke to produce maximum **horsepower**, which is reportedly about **130** for the Honda. Powerband for the reed-valve engine is between 7,000 rpm

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Suzuki retains American Randy Mamola for the 1982 Grand Prix season

Riding high toward the 500cc world title.



Fast Freddie Spencer on Honda F1 bike
Apprenticeship for the NR500.

and 11,000 rpm—enough for any throttle-jockey to power out of a hairpin turn without frying the clutch. The last bit of information on the bike is that in its development stages it weighed about **291 pounds** and the frame was designed by Ron Williams, who was also responsible for making the NR500 look like a real motorcycle instead of the fiberglass monocoque concoction that first rolled out of Tokyo.

• **Honda added** a third rider to its Marco Lucchinelli/Freddie Spencer tandem by putting **Takasumi Katayama** back in Honda leathers. Wild Man Katayama has been with the NR500 project since its inception, but like the bike, hasn't produced

results. There was talk he **wouldn't return** for 1982, but now that he's back with the team, there's speculation that he'll resume on the NR, giving Spencer a crack at the two-stroke.

• After Suzuki's world champion defected to Honda for a healthy sum of money, Suzuki **rehired Virginio Ferrari**, its star of yesteryear; it was 1979 when he finished second in the points behind Kenny Roberts. Ferrari will team with Mamola to try to keep the gold in Suzuki's camp.

• Meanwhile, nothing is heard from Yamaha. **Roberts will return**, but his bike won't. At least not in its 1981 form. Roberts didn't like the way the new square-four handled, and made no secret about it. Neither did his results, as he sank to third in the points. You can bet the frame gets a redesign during the winter so the square-four sits lower, and the **Monoshock** as we know it will get some geometric alterations. And with these improvements **Goodyear**—or perhaps even Michelin or Dunlop, which he was testing last fall—can formulate some tires that'll put Roberts back in the **knee-scraping** form that won him three world titles.



• There are rumblings from the **Hesketh** factory of a Daytona entry. The vee-twin will enter its first race at Florida wearing number plates in the Battle of the Twins feature and possibly to play a role in the **Superbike** event. Sorry, chaps, but there's no mention of who'll ride the English bike. • One person you can count on for the Superbike race is defending champ **Eddie**

Lawson. He'll show up on his **GPz1000** to defend the honor, and try to break Yoshimura's strangle-hold on the Daytona Superbike race. Nobody's beaten the Yosh bikes there since 1977.

• **Lawson and Kawasaki** have chosen to forgo the 250cc title this year. They are committed, however, to putting a **KR500** rotary-valve four in victory circle sometime this year. The announcement was made at a banquet honoring Lawson and his double-championship year. Lawson said he'll compete in all **F1** and **Superbike** races this year, and he hopes to enter as many 500cc FIM world championship races as he can.

• **Add Lawson:** His championship banquet was held at the Los Angeles **Playboy Club**, with Larry Huffman as MC. Huffman, whose voice is never on idle, got Lawson to rev up his vocal chords, too, and some interesting dialogue took place at the podium. Huffman got things rolling after a preview film about the Superbike champ, *Fast Company*, was shown: "Eddie, after watching yourself on the film, what do you think?"

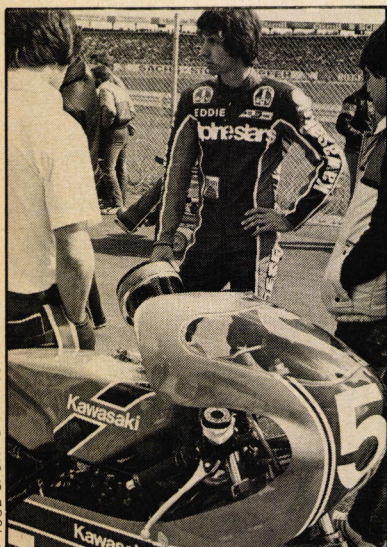
Lawson: "It looks pretty **scary**. I didn't know I went that fast."

Huffman: "You do—just ask **Jim Filice**," in reference to the Lawson/Filice Daytona duel.

Huffman continued probing the silent man of road racing, finally asking him his feelings about **Mike Kidd's** signing with Honda. Lawson replied, "Well, Honda can buy just about anything it wants to (referring to the No. 1 plate.)" Pause for a round of **applause**.

Huffman then asked, "Will he be hard to **beat** on the superbike?"

Lawson: "**No**—not at all." More applause, especially from the Kawasaki **executive** table.



Eddie Lawson at 1981 German GP
He'll be there this year—maybe.

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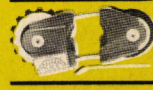
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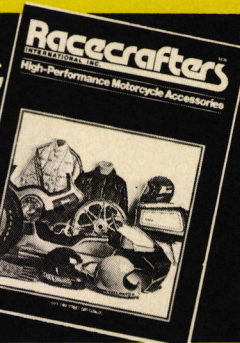
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RS-175

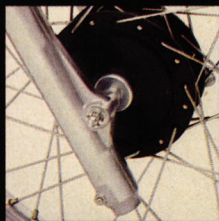
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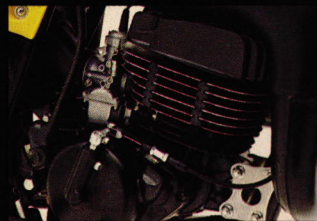
It also features enduro lighting, spark arrester, tripmeter, full floating rear brake, racy MX styling and lots more.

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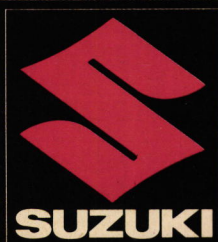
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Winners & Losers:

Trans-USA

Motocross's fall classic or fall out?

• The Trans-USA, in its current form, is a bastard series that riders enter only at the end of the year. Although the AMA puts a great deal of emphasis on its three National-class championships, and Supercross seems to promote itself, come fall, promotional enthusiasm locks its brakes for the Trans-USA. By the time the riders gather on their 250cc machines, there's little pre-race hype.

Too bad, because the Trans-USA is the series that brings all the stars together on real motocross courses (not the artificial stadium tracks that, as some riders say, don't tax motocross riding skills so much as luck and hole-shot expertise). And for five races during the fall, riders like Bob Hannah, who rides 250cc Nationals, Mark Barnett (125cc) and Broc Glover (500cc) get to bang handlebars and elbows on the same track.

But the Trans-USA champion isn't regarded as the United States Motocross Champion; he's simply the guy who won the fall series. Even the manufacturers don't take the Trans-USA as seriously as they might, and instead use the five races to check out next year's models or to finally wear out this year's equipment. Honda used the 1981 Trans-USA for evaluation of its 1982 models, while Yamaha and Suzuki entered patch-work teams with old 250s. Suzuki's team manager, Larry Griffis, confided that Suzuki's entries were a conglomeration of Supercross frames with outdoor-bike swingarms and engines. The racing budget by this time of year, he indicated, was running on empty.

Likewise, Yamaha set up its team using both air-cooled and water-pumper 250s: The riders had their choice of bikes, yet the bikes were assembled from a thinning inventory of parts in order to field a team. The equipment strain became apparent, and Glover seized at Michigan; whether or not it was tuning error is open to question, but the fact remains that his 250 was tired. And at Mid-Ohio, Glover's Yamaha Energy Induction System box tore loose, forcing him to ride the rest of the race with his foot propped up to hold it in place. Fortunately he had a sizeable lead and still won.

As for Kawasaki, the Trans-USA didn't even exist, and the firm withdrew its team from the fall "classic."

Still, the AMA persists in generating only enough enthusiasm for the series to

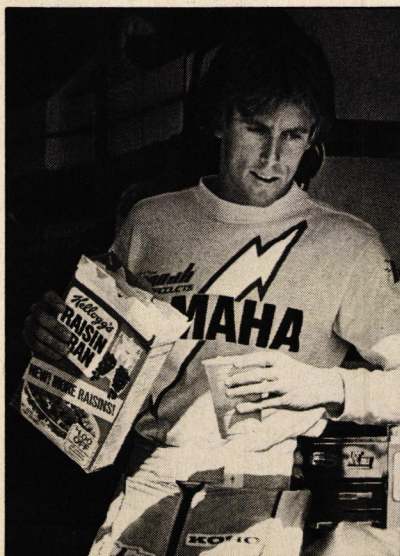
survive. Nothing more. Even the main event's name—the 250 International—is misleading. There were no foreign riders entered this year. Somebody should at least inform Westerville about that. As Howard Cosell is fond of saying, "Tell it like it is." In this case, it's the 250 National.

So the series lives on, but just barely. About the only satisfaction the fans get is watching all the stars race on a common battleground. As 1981 Trans-USA champion Broc Glover said about the series, "It feels as good as any because everybody's there—sort of like cream-of-the-crop racing." Now if the AMA can figure out how to skim the cream off the top, it could be one hell of a series. —Tom Riles



Mark Barnett and his makeshift 250

Sliding through the Trans-USA.



Bob Hannah, Raisin Bran and soft drink

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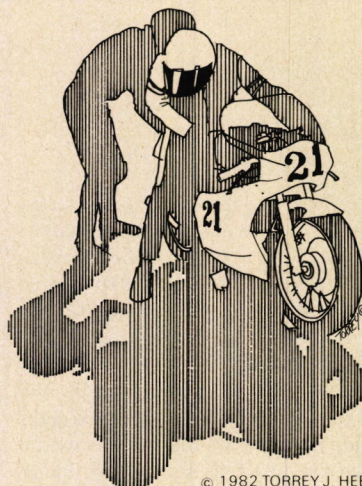
BEST DRESSED

After reading Thompson at Large in your October issue, I couldn't help but remember the days when you could learn and experiment—you didn't have to be an expert veteran of "actual combat," diploma-in-hand to have fun on your Sunday ride. You could put on your sweat-shirt, fire up the Triumph or Ducati and ride without concern as to what was fashionably right or wrong. Individualism prevailed. Now, most everyone rides identical fours, except on the rare occasion. Sometimes I'll see someone on an Old Trail 90 or Ducati Diana and it'll make me keep smiling for miles afterward. Well, as Thompson said, when the magazines began running photos of superbikers outfitted to the teeth and doing what they do so beautifully, it couldn't be long until we all had to fall in line and become what we were expected to be: expert, polished look-alikes.

D. Bell

San Luis Obispo, California

Polishing also can change rough edges into more subtle, individual biker patinas—ed.



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While reading your magazine, I noticed the very sharp looking jackets your test riders wear. I would like to know if it would be possible for me to purchase a similar jacket.

Mark Lawson

Marietta, Georgia

Bates Industries would be happy to help: The address is 666 West 16th Street, Long Beach, California 90801—ed.

ADDITIONS

In the November 1981 issue of CG, you have an article on the BMW R80 G/S. It appears from the photos on pages 52 and 54 that there are wind block/hand protectors added onto this machine. I have looked for these in local cycle shops, but to no avail. I would appreciate any help you could give me.

John E. Bundy

Seattle, Washington

You just looked in the wrong shops; those protectors were borrowed from a Yamaha IT465 and fitted with ingenuity—ed.

AND SUBTRACTIONS

Nifty article on the G/S. It's a nice bike, but I'm not sure I'd trade in my R65 for it. By the way, I find that the bike seems to work better when the rear frame is bolted on in all four places. (Check the photo on page 53, lower right bolt).

Airman Amirian

Clifton, New Jersey

We agree. The bolt was removed only to dismount the saddlebag for photographic purposes.—ed.

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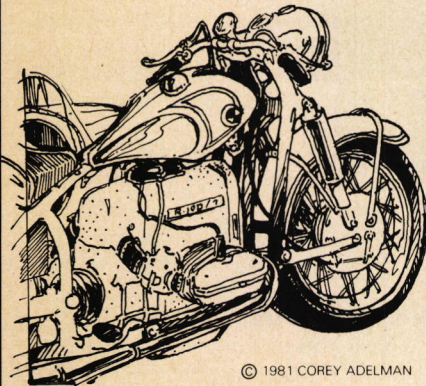
ALICE IN BIKERLAND

Many moons ago, I had a good friend named Mary. Unlike George's fellow student Alice, Mary was petite, pretty and a bit shy—until she kicked her Triumph to life. She could ride rings around most of the guys I knew back then (including yours truly), and this was in the days when women absolutely, positively were not supposed to ride motorcycles. Mary wasn't trying to be a trendsetter or a rebel, however, she simply rode for the fun of it, and that's the best reason of all!

Giff Nickol
Towson, Maryland

I read with great interest George Larson's "Alice" in my December issue of *CYCLE GUIDE*. Mr. Larson writes, "So far as I know, women are as free as I am to walk into a motorcycle store, buy anything in sight, obtain a license, and ride the public roads." Well, I'm afraid I have to disagree with him there. Sure women *can* do all that stuff, but I know for a fact that a big reason many of us don't is because we've either seen our boyfriends racked-up on their bikes, or because we'd be kicked out of house and home by our fathers if we ever bought a bike and brought it home, as in my case.

Marianne Zura
New Milford, New Jersey
Men, too, are free to grieve a friend's injury or to be ostracized by a parent—ed.



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A SWORD OF A DIFFERENT COLOR

In the December issue just received I note in your Guide Lines column that Honda's new V45 Sabre has an "industry-exclusive" hydraulically actuated clutch. This is certain to be a surprise to the boys at the Ducati factory in Bologna who have been fitting them on the new 600 Pantahs since last spring.

L.E. Klein
Lansing, Michigan
The quote was Honda's, but the honor's Ducati's—ed.

Continued

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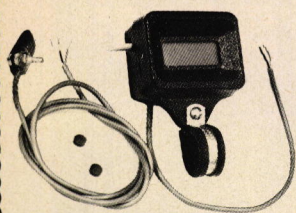
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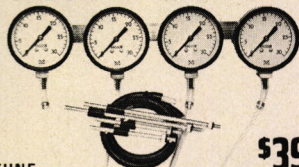
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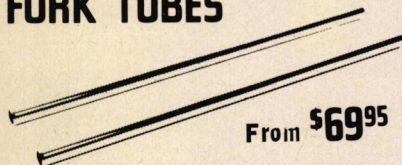


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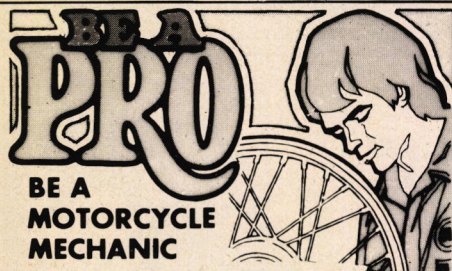
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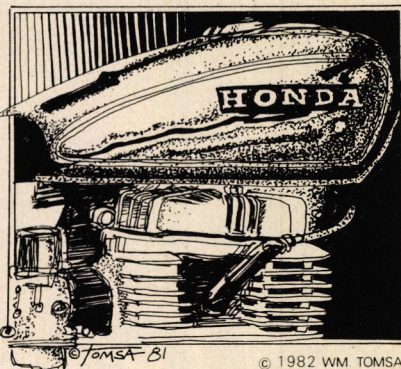
UP-STARES, DOWN-STARES

I have an opinion as to why the Katana's styling seems not quite right. It seems to resemble a condition that all bikers try to avoid like the plague: a totally crashed motorcycle. Its downward-canted tank looks to be torn from its mount, bending the seat into a bizarre angle as if by a crushing head-on impact. The fairing, if you can call it that, looks like the shattered remains of a once-functional piece.

I envision a passerby talking to a Katana-mounted owner: "Wow! What happened? Didja get hurt?"

Still, I suppose someone has to explore the outer limits of motorcycle design, but in this respect, Suzuki's in the twilight zone.

Gary Fumia
Blanco, Texas



© 1982 WM TOMSA

Frankly, I think your redesign of the Suzuki Katana stinks. In my opinion, the Katana is a work of art created by an artist for the enjoyment of people who appreciate beauty. Your version looks like a backyard mechanic's design of any conventional motorcycle. To me, the Katana is built to lean into, a la clip-ons. I also think it's time someone moved the instruments close enough together to be viewed simultaneously.

Bob Poljin
Prior Lake, Minnesota

The Katana is so ugly, I'm surprised dock workers unloaded them.

Al Carson
Durham, North Carolina

The Katana is a gorgeous, nasty-looking machine.

Mike Esposito
Edison, New Jersey

I am writing in response to your article (December 1981) on the Suzuki Katana. Performance-wise, I feel I have to augment the ride review. I have owned many different bikes, I go all-out bump-skiing at

Snowbird, water-skiing at Lake Powell and have driven a 427 Cobra through a nice stretch of road. But I have found nothing that has caused me to laugh and smile like a little kid at the amusement park like an all-out ride up Little Cottonwood Canyon on a nice Sunday morning on my Katana.

Chris Thomas
Salt Lake City, Utah

SUPERSTARS

Thanks for Dain Gingerelli's suggestion in the October Sport Lines that Superbike be elevated to a main event class. Laguna Seca proved that to me. The crowd went nuts knowing that those bikes—those Suzukis, Hondas and Kawasakis—even the Ducatis and Beemers—were a lot like the ones they rode to Monterey on.

Mike Salisbury
Mill Valley, California

Under "Superbike, ecology of," we found that these motorcycles cultivate larger clusters of nuts—ed.

FIELD GOALS

I have just finished reading both the Honda CB1100R road test and your Letters column. While it appears that we won't see the 1100 for some time, I feel first-time buyers should be made aware that, as David Handler indicates in his letter, some of the motorcycles are too technically sophisticated for the mechanics currently in the field.

I had the misfortune to purchase a 1979 CBX that has been rebuilt four times in 1981. I have taken it to the third largest dealership in Ontario, and after four attempts, they still cannot put it back together again.

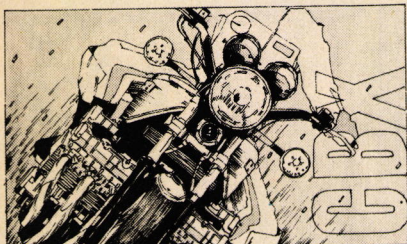
Stephen Veley
Sault Saint Marie, Canada

POINTS FOR BEST SERVE

I have read and heard so many complaints about service problems that my letter may seem a bit unusual. While on a 300-mile trip from Indiana to Aurora, Illinois, I found myself at routes 41 and 30 in northern Indiana with a flat front tire. The stem had parted company with the rest of the tube, and I could find no shops open in the area.

Finally, I started calling random names listed in the local phone directory. Then I found a Mrs. Terpstra whose husband was connected with Terpstra Honda in Griffith, Indiana. But all three men who worked in the shop were out at a race that evening, and Mrs. Terpstra didn't have a key to the shop. About three hours later a

LETTERS



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pickup pulled up with Mrs. Terpstra and an assortment of tubes. She had gone out of her way to locate a key and get an assortment of tubes to help solve my problem.

Not many people would go out of their way on a Saturday night, especially for someone on the road 200 miles from home.

William Birdsall
Bloomfield, Indiana

MOTO-PSYCHO RIDE

I've recently returned from Great Britain and got home to find my CYCLE GUIDE just waiting to be read. When I had a chance to look through that issue, I was most impressed with Ted West's "Riding with Mr. Hyde." His insight into the repression of the fear associated with motorcycling and its conversion into a compensatory anger and aggression is most enlightening. Clearly, in the right hands, the motorcycle is a tool for exploring some of the limits of the psyche as well as one's physical capacities.

Michael Beal, MD
Milwaukee, Wisconsin

FIGHTING DIRT AND HURT

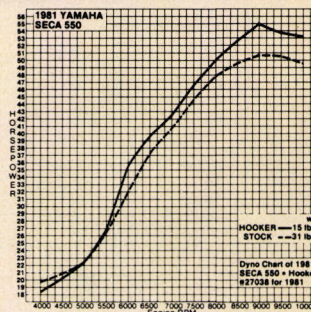
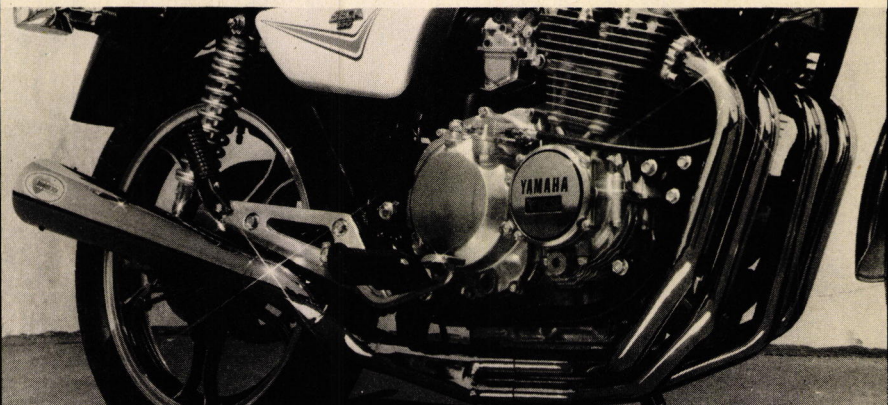
As an avid, concerned rider, I think it's about time our government spent a few moments to concern itself with motorcyclists. I love riding my bike, but I find one overriding aspect that keeps me from enjoying the ride: dirt trucks. Daily I am pelted with dirt that gets into my eyes (even under my full-face Bell), with sand and with rocks and gravel of various sizes that sometimes cause great pain. I find this very frustrating and dangerous.

Since I can't be the only one with this problem, why can't we all get together and get a bill passed that would require all dirt and sand trucks and dumpsters to put tarps over their loads? I know a lot of car drivers would also support this in lieu of the cost of a good paint job. My friends and I are willing to work towards this end, and I have already written to Jerry Brown and Company.

Priscilla Akeley
Whittier, California

Let's keep it clean—ed.

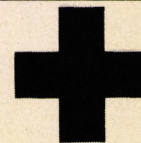
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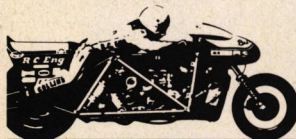
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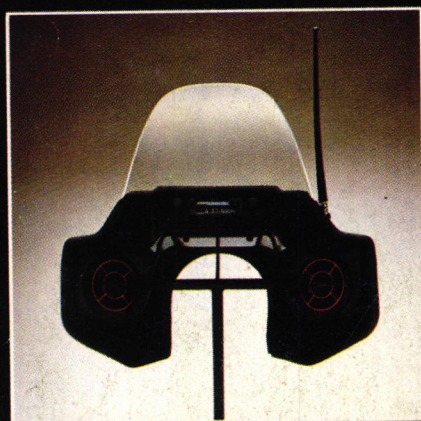
with Vetter's *Rooster*

The Bullet vs. the Barn Door.

It used to be if you didn't want a frame-mounted fairing, you had to choose between eating bug splat or putting a clear plastic barn door on your bike. That was before Vetter made the Rooster™.

Its aerodynamic design gives riding comfort without compromising handling or sporty styling. Made of the same construction materials as the Windjammer. So you know it's built to last. And if the windshield scratches, you replace the inexpensive windshield not the whole windscreen.

The Rooster also gives you music to move by with the optional Rooster Sound™. Or, if you prefer, use the three compartments



for storage. Whether you move with Willie Nelson, Pink Floyd or the Talking Heads, Rooster Sound will turn you into a one man traveling band.

The Rooster is only \$139 at your Vetter dealer. So get cocky. Take 10 minutes to put a Rooster on your bike and live a little.

Rooster-tail HARD VALUE WITH BIG LOAD CAPACITY

Vetter's new "magic box" has unbelievable storage capacity. This sporty

Rooster-tail™ will carry 12 cans of beer or your favorite six-pack along with a jacket, gloves and several books.

The sleek design blends in with your bike's lines and the patented soft mounting system makes installation or removal a five minute job. It fits on seats, luggage racks or gas tanks.

The lid locks for maximum security and it's completely waterproof.

At \$79.95, you no longer need to settle for soft luggage that won't hold up.



See it for yourself at your local Vetter dealer's.

by VETTER
Rantoul, Illinois
217/893-9300



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